



Bristol City Council

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Local highway maintenance transparency report

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Transparency report – Core report

How we maintain local roads, pavements, and the wider highway network in Bristol City Council

A1 – What we are responsible for maintaining

Bristol City Council is responsible for maintaining a diverse urban highway network that supports residents, businesses and visitors across the city. Figures relating to our key assets are outlined below, although we hold extensive information on many more assets and their associated components in our central asset register.

- **Carriageways** – total length: 1205km
- **Footways** – total length: 2410km
- **Highway structures** – number: 501
- **Street lighting columns** – number: 37,055
- **Highway gullies** – number: 43,980
- **Traffic signals** – number: 352

Maintaining Bristol's network presents several challenges. The city's historic layout means many roads and structures are ageing and were not designed for modern traffic volumes or vehicle weights. High levels of use, including buses, freight and active travel, accelerate wear and deterioration. Urban constraints make maintenance work more complex and can limit opportunities for large scale interventions. In addition, increasing frequency of severe weather events, such as intense rainfall and prolonged heatwaves, places further strain on carriageways, structures and drainage systems. Balancing short, medium and long term maintenance actions, whilst minimising disruption to a busy city network, is a key challenge. We utilise data analysis tools and life-cycle modelling principles to follow asset management best practice when maintaining the city's assets. This ensures we are taking actions in the right areas at the right time to give best value for money for the people of Bristol.



A2 – Road conditions in Bristol City Council

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	9.4%	67.6%	22.8%
2024	9.9%	68.6%	21.5%
2025	10.2%	69.2%	20.6%

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	10.9%	77.2%	11.6%
2024	11.3%	77.8%	10.9%
2025	11.2%	77.2%	11.6%

A2.3. U roads

Year	Percentage of road in red category
2023	15.0%
2024	14.8%
2025	13.7%

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

In 2019, Bristol City Council transitioned from SCANNER to Gaist imagery surveys due to concerns over SCANNER's reliability in urban environments. An initial comparative study, using both methods, identified inconsistencies in SCANNER data, including false positives and misrepresentation of network condition, both overstating and understating defects relative to local observations. The adoption of Gaist resulted in a noticeable increase in midlife ('amber') classifications, reflecting improved data accuracy rather than a deterioration in network condition. These differences highlight the difficulty of making like for like comparisons between local authority networks assessed using differing methodologies within a league table. The future implementation of PAS2161 as a standardised survey methodology for all local authorities is therefore welcomed to support more consistent analysis.

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

A3.1. – What is a pothole?

A pothole is a defect in the road surface where part of the carriageway has broken away, creating a hole or depression. Potholes typically form when water enters cracks in the road, weakens the underlying layers and combined with traffic loading and weather conditions, causes the surface to deteriorate and break apart. They can vary in size and depth and may present a risk to road users, depending on their severity and location.

For highway maintenance purposes, we generally define potholes based on their dimensions being at least 40mm deep and at least 100-199mm in diameter. However, locational context and the risk they pose to highway users are the key considerations to intervention, rather than solely relying on measurements.

Our response times to repairing potholes depend on severity and are categorised in accordance with the national code of practice.

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

We tackle potholes through a risk-based approach that balances preventative maintenance with reactive repairs. Our Highway Strategic Asset Management Plan prioritises safety, asset longevity and best value through regular inspections, condition surveys, lifecycle modelling and data led investment decisions.

Preventing potholes from forming is a key priority. We invest significantly in planned maintenance treatments such as resurfacing, surface dressing, micro asphalt, slurry seal and pre-patching, which extend road life and slow deterioration before defects become safety issues. In 2024/2025, around 82% of highways maintenance expenditure for carriageways was directed towards preventative maintenance rather than reactive repairs.

We use asset condition data and predictive modelling to identify deterioration early and target investment where it will deliver the greatest long-term benefit. This helps reduce the need for emergency repairs and supports a more sustainable maintenance programme.

When potholes are reported or identified through inspections, defects are assessed according to risk and repaired within defined contractual timescales and monitored through performance indicators.

Where it is safe and practical, we seek to undertake permanent repairs and address underlying carriageway deterioration through planned maintenance programmes, reducing the need for repeat visits. However, safety considerations, traffic management requirements, weather conditions, funding constraints



and the need to minimise disruption can sometimes necessitate reactive repairs before a permanent solution can be delivered. During financial year 2025/2026 we reactively repaired an estimated 3380 potholes.

Occasionally temporary repairs are undertaken to make a site safe. Our contractor is then required to reattend and undertake a permanent repair within 28 days.

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

Members of the public can report potholes and other highway defects to Bristol City Council's via the [FixMyStreet](#) online platform. Reports can include potholes, damaged footways, kerbs, manhole covers, drainage issues and street signs. Users can pinpoint the location on a map, provide details and upload photographs. Alternatively, reports can be made by telephone on **0117 922 2100** (Monday–Friday, 8.30am–6pm; closed Wednesday 12pm–1.30pm). If a pothole or other highway defect is likely to cause an accident or injury, call **0117 922 2100** (Monday–Friday, 8.30am–6pm; closed Wednesday 12pm–1.30pm) or **0117 922 2050** (all other times).

A3.4. What happens after a pothole is reported

When a pothole or highway defect is reported to Bristol City Council, the report is assessed and triaged to the appropriate team for action. Defects are inspected and prioritised according to risk, severity and our maintenance policies. Where intervention is required, works are scheduled in line with the defect category and available resources. Reports submitted through FixMyStreet are updated throughout the process, and updates are provided to keep customers informed. This approach helps ensure accurate information and appropriate responses to reported highway issues.



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	£30,736,000	£29,030,622	£34,826,000
Of which spent on:			
Carriageways	£7,523,000	£11,078,622	£14,334,000
Footways	£1,653,000	£1,552,000	£2,061,000
Structures (for example bridges or tunnels)	£10,993,000	£8,955,000	£11,134,000
Drainage	£926,000	£1,071,000	£873,000
Street lighting	£5,604,000	£2,910,000	£2,763,000
Tree and Verge Maintenance	£525,000	£574,000	£672,000
Traffic Signals	£3,512,000	£2,890,000	£2,989,000

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	£17,062,000	£12,897,622	£16,719,000
Local capital funding	£6,862,000	£7,778,000	£9,515,000
Local revenue general funding	£6,720,000	£8,251,000	£8,501,000
Other revenue funding	£92,000	£104,000	£90,000
<u>Total</u>	£30,736,000	£29,030,622	£34,825,000

A5 – Our maintenance plans for this year

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



- 1,558 metres of carriageway resurfacing, targeting locations where structural renewal is required to maintain network condition and safety.
- 35,312 metres of preventative carriageway treatments through surface dressing and micro asphalt, helping to extend the life of the asset and prevent further deterioration.
- Our preventative maintenance programme includes 20,900 m² of pre-patching works to repair structural defects ahead of surface treatments.
- 207,227 m² of slurry seal treatment across our footpaths and footway network to improve surface condition.
- Bid to the 2026 Department for Transport Structures Fund to carry out a programme of structural maintenance works on the Cumberland Basin bridge system and an additional bid to go towards stabilisation of the Coronation Road retaining walls.
- £1.1m of improvements to traffic signals, including 11 junction refurbishments, replacement of obsolete controllers and detectors, installation of multi lane radar technology to reduce carriageway excavation, and upgrades from copper based to digital communications systems.
- Investment in our highway electrical infrastructure, delivering LED and CMS upgrades, replacement of ageing and structurally unsafe cast iron lighting assets, critical electrical compliance works, Plimsoll Bridge and St Marks Road improvements, Queens Square event power enhancements, high-priority M32 upgrades, and the Year 2 Amphitheatre power supply project.
- Deliver a programme of bridge, culvert, retaining wall and highway structure improvements and contingency works, with major investment focused on Devon Road Bridge, Hillyfield Road Culvert, Bedminster Road Bridge, Blackberry Hill retaining wall and a range of safety related repairs to walls, handrails, steps and gantries across the city.

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

A full list of our planned highway maintenance programme for 2026-2027 can be found in the Local Highways Maintenance Transparency Report section of our webpage, [Department for Transport funding](#).

In addition to the planned highway maintenance programme, a number of wider strategic transport and regeneration schemes are expected to deliver associated highway improvements across the city, including an estimated 4.6 km of carriageway, 6.0 km of footway and 3.0 km of segregated cycleway infrastructure, with final delivery subject to scheme development, funding and programme approvals.



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

We prioritise highway maintenance using Gaist's infrastructure modelling software, which combines multiple datasets to support evidence-based decision making. This enables us to identify and prioritise the areas most in need of treatment while selecting the most appropriate maintenance solutions.

Key factors considered include network inspection hierarchy, cycle routes, resilient network routes, winter maintenance routes, the volume of public enquiries and reported defects, condition survey data, and proximity to key public facilities such as hospitals, schools, universities and transport hubs.

By analysing these datasets collectively, we can target investment where it delivers the greatest benefit, ensuring resources are used efficiently and maintenance programmes are planned proactively rather than reactively. The aim of this data driven approach is to maximise budget value, improve network condition, enhance road user safety, and extend the lifespan of highway assets while maintaining service reliability across the city.



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	£7,654,000	£6,517,000	£8,728,000
Other DfT capital funding utilised by local authority for highways maintenance	£9,408,000	£6,380,622	£7,991,000
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£6,862,000	£7,778,000	£9,515,000
Total Capital funding allocated to highways maintenance	£23,924,000	£20,675,622	£26,234,000



B1.2 - Spending

B1.2.1 – Total spending

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online .	Yes
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£23,924,000	£20,675,622	£26,234,000
Total highways maintenance revenue spend	£6,812,000	£8,355,000	£8,591,000
Total spend	£30,736,000	£29,030,622	£34,826,000

The above table relates specifically to highway maintenance budgets and activities funded through a combination of Department for Transport and local funding. However, we maximise maintenance opportunities within wider capital and strategic transport projects, incorporating maintenance activities into the overall scheme rather than reporting them separately. Through this approach, an estimated £14.8 million of additional highway asset improvements will be delivered across the city in 2026/2027, including £10.7 million of carriageway reinstatement works, £2.3 million of footway reinstatement works, and £1.8 million of segregated cycleway construction.



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	£3,989,337	£0	£3,200,000	£0
Structural carriageway maintenance	£1,010,663	£0	£2,850,000	£0
Planned carriageway repair / patching programmes	£1,864,622	£0	£1,814,000	£0
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£74,000	£0	£84,000
Reactive carriageway repairs / patching (permanent repairs)	£1,351,000	£1,657,000	£1,600,000	£1,647,000
Reactive carriageway repairs / patching (total)	£1,351,000	£1,731,000	£1,600,000	£1,731,000
Other carriageway-related spend	£1,132,000	£0	£3,139,000	£0
Total	£9,347,622	£1,731,000	£12,603,000	£1,731,000

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

Projected financial forecasts for future years are subject to change as highway maintenance programmes are continually reviewed and reprioritised. The timing of major schemes can be affected by factors such as design development, statutory approvals, land or utility issues, procurement timescales, contractor availability, and funding conditions. As a result, planned expenditure may be delayed into later years or brought forward where projects are ready to proceed sooner than anticipated. Forecasts may also be impacted by unforeseen events, including severe weather, emergency highway repairs, inflationary pressures, changes in government funding allocations, or emerging asset condition issues that require urgent intervention. Consequently, projected figures represent the best available estimates at the time of reporting and are likely to vary as circumstances change.



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	36.44km	1.03km	11193.25m ²	Data not held	Data not held
2026-27 projected	33km	0.51km	19177.85m 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
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B2.1.2 – Further information and context

We provide estimated measurements for reactive repairs to enable contractors to order materials and allocate resources. Detailed measurements are not routinely captured, as this would slow service delivery. This approach allows the contract to operate efficiently and responsively across Bristol's large, busy highway network. We maximise maintenance opportunities within wider capital projects, incorporating associated costs into the overall scheme rather than reporting them separately. Through this approach, approximately 4.6km of carriageway surface reinstatement, estimated at £10.7 million, 6km of footway reinstatement, estimated at £2.3 million, and 3km of segregated cycleway construction, estimated at £1.8 million, will be delivered as part of larger strategic projects across the city in 2026/2027. Examples include the Portway improvements, where maintenance was delivered alongside transport enhancements. Further details are available through Bristol City Council's published decision pathway documents at https://democracy.bristol.gov.uk/.	
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B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
<u>Bituminous roads:</u> Depression, Crazed or Fretting, Pothole, Rutting, Raised, Delamination	40-75mm deep (Cat 2); 75mm+ deep (Cat 1)	Depth, width, length, road hierarchy, traffic volumes, position in carriageway, consequences	Cat 1: 2 hours	Cat 2: 10 days Cat 3 defects addressed through planned maintenance.
<u>Concrete roads:</u> Damaged	40-75mm deep (Cat 2); 75mm+ deep (Cat 1)	Severity, location, traffic levels, hierarchy, user risk	Cat 1: 2 hours	Cat 2: 10 days
<u>Composite roads:</u> Damaged	40-75mm deep (Cat 2); 75mm+ deep (Cat 1)	Defect characteristics, traffic volumes, hierarchy, likelihood of encounter	Cat 1: 2 hours	Cat 2: 10 days
<u>Modular carriageway surfaces:</u> Damaged/Missing slab, Depression, Uneven, Missing, Rocking/Raised, Issue with pennant slab, relay tactile slab	Missing, damaged, uneven or rocking units	Dynamic risk assessment of size, extent, location and consequence	Cat 1: 2 hours	Cat 2: 10 days
<u>Gullies, covers and other ironwork:</u> Blocked, Broken, Damaged channel, Missing lid, Rocking cover, Sunken cover, Jammed cover, Subway drainage issue, Gully lid obstructed	40-75mm (Cat 2); 75mm+ (Cat 1); missing covers/gratings = Cat 1	Location, traffic speed, traffic volume, hazard severity	Cat 1: 2 hours	Cat 2: 10 days
<u>Ironwork in verges:</u> Damaged	40-75mm (Cat 2); 75mm+ (Cat 1) where highway risk exists	Accessibility, likelihood of contact, highway environment	Cat 1: 2 hours	Cat 2: 10 days



Utility defects: Make safe, Identify owner	20mm+ deep	Location and risk; reported under Section 81	Make safe as required	Repair by utility undertaker
All carriageway assets: Bollard damaged, Bollard missing, Cellar cover damaged, Flytipping, Street furniture damaged, Grit bin damaged, Hand rail damaged, Kerb damaged, Kerb rocking, Kerb missing, Kerb raised, Overgrowth, Road markings missing, Road markings faded, Guard rail damaged, High speed barrier damaged, Tree pit issue, Spot gritting, Street nameplate missing, Street nameplate damaged, Investigate void, Investigate water ingress, Unauthorised markings, Sign make safe, Sign damaged, Sign missing	Any occurrence	Automatically high risk	2 hours	Permanent repair ASAP

These are the points at which the Highway Inspectors will investigate a defect, by carrying out a dynamic risk assessment to determine whether a repair is required. The investigatory thresholds are not fixed measurements which automatically require that repair action is taken. They are the level at which investigations will begin to establish the safety risk to users of the highway network. Any action, such as raising a repair job, is determined by the dynamic risk assessment on site.

Category 1 defects, typically greater than 75mm on carriageway and 40mm on footways, require more prompt attention because they represent a higher risk of potential hazard to users and are typically completed within 2 hours. Category 2 variances, typically greater than 40mm on the carriageway and 20mm on the footway, require attention but represent a lower risk of potential hazard to users. These defects may have safety implications although of a lesser significance than Category 1 variances and are typically completed within 10 days. Minor condition variances, that are not currently a safety hazard are classified as Category 3 defects. These may be repaired as part of a future maintenance scheme or their condition reviewed at the next scheduled inspection.



The consequence should an incident occur has been assessed as follows:		The likelihood of coming in to contact with a variance of the highway has been assessed as follows			
High	Major/Serious Consequence	High Usage	Likely		
Medium	Noticeable Consequence	Medium Usage	Moderate		
Low	Minor Consequence	Low Usage	Unlikely		
Insignificant	Insignificant	Very Low Usage	Rare		
Risk Assessment Matrix					
LIKELY	4	4	8	12	16
MODERATE	3	3	6	9	12
UNLIKELY	2	2	4	6	8
RARE	1	1	2	3	4
	RISK MATRIX RATING	1	2	3	4
	RISK IMPACT	INSIGNIFICANT	LOW	MEDIUM	HIGH

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	3380
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B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	Planned structural maintenance programmes	Reactive repair using temporary repair methods	Reactive repair using permanent repair methods
793	No data held	No data held	2587

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

In addition to the above figures, we delivered a programme of pre-patching valued at £1,864,622 in 2025/2026, targeting structurally defective areas of carriageway to address underlying defects prior to the application of preventative maintenance treatments.

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)	£230	Unit/average cost of a temporary pothole repair on your network (reactive)	£230
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B3.3.1 - Additional information on pothole prices

Average cost of traffic management included within the above figures is £100 for both permanent and temporary repairs.

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?	Yes

B3.4.5 - Evidence Summary

The Highways Defect and Emergency Response Contract sets out the material specification and a 24 month guarantee period for permanent repairs. Audits are undertaken of works identified, instructions given, and works completed. All works and instructions are recorded in our asset management system including repairs that have had to be revisited whether they are within the guarantee period or not.

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

Public reports are a key input to our planned maintenance programme and inspection regimes. All defects reported via FixMyStreet are assessed, triaged and prioritised based on risk, severity and maintenance policy. FixMyStreet data is used as part of the weighting for planned highway maintenance scheme selection, helping to identify and prioritise sites with recurring or higher levels of reported defects. Officer decisions and updates are automatically fed back through FixMyStreet to both the report originator and the wider public, including where repairs will be undertaken, further investigation is required, or the defect has been assigned to a future works programme.



B3.5.4 - Tools used for reporting

- FixMyStreet
- Customer Service Centre

B4 – Maintenance of highway structures

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	500
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	6
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	300
4.1.4	Number of General Inspections carried out in 2025-26	300
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	70
4.1.6	Number of Principal Inspections carried out in 2025-26	20

B5 – Asset Management

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.	
	Highways Strategic Asset Management	
5.1.3	Please provide the date it was last reviewed or updated	January 2026



5.1.4	Please provide proof of the review or update.
	We undertook a comprehensive review and update of our Highways Strategic Asset Management Policy and Plan during 2025/2026 to ensure it remained aligned with current legislation, best practice, and local priorities. The updated document was subsequently published on our website in January 2026.
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.
	Not applicable

Key aspects of highways asset management approach

B5.2 - Asset data

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	Full	Full
Street lighting	Full	Full
Traffic signals	Full	Full

B5.2.1 - Further context

We utilise a combination of advanced survey technology and asset management system software to maintain an accurate and up to date highways asset register and condition database. Asset information is regularly collected, reviewed and updated to support evidence-based investment and maintenance decisions. Our processes align with the principles and requirements of ISO 55000 Asset Management Standards series, ensuring a structured, risk-based approach to managing highway assets, optimising whole life value, supporting continual improvement, and demonstrating effective stewardship of public resources.

B5.3 – Asset data integration and management

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed?

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



B5.3.2 - Further context

We manage asset inventory and condition data through Siemens Confirm Asset Management System, which is used across our Highways, Parks and Docks services to provide a consistent approach to asset management. The system is supported by a range of connected technologies and specialist platforms, including Gaist survey data, FixMyStreet defect reporting, and ESRI ArcGIS mapping and spatial data services. Additional specialist systems, such as the Urbis Schröder Central Management System for street lighting, provide real time monitoring of faults, asset performance and energy consumption. These integrations ensure our asset data remains accurate and accessible, supporting decision making and maintenance planning.

B5.4 – Lifecycle planning and investment decision-making

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

Lifecycle modelling for structures, carriageways and footways supports evidence-based investment and maintenance planning. We use the SAVI toolkit to assess structures, providing a condition-based approach to asset valuation, maintenance prioritisation and long term investment decisions. For carriageways and footways, Gaist lifecycle modelling evaluates the costs, performance and outcomes of different maintenance strategies using our contractor rates and asset data, including condition surveys, defect records, network hierarchy, winter maintain routes and public enquiries. This enables informed decision making to balance preventative and reactive maintenance to maximise asset life and value for money across the highway network.

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?	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

We have several performance reporting measures to monitor the outcomes of our highway asset management approach. These include national benchmarking through the National Highways and Transport Network Public Satisfaction (NHT) survey, Cost Quality Customer (CQC) framework and Performance Management Toolkit (PMT) survey, and the Annual Local Authority Road Maintenance (ALARM) survey. We also monitor contractor performance through Service Level Agreement (SLA) contract KPIs. Performance is to be reported quarterly to the Transport and Connectivity Committee through our Highway Maintenance Performance Report. In addition, we track internal organisational KPIs, including road condition indicators, pothole reporting volumes and the condition of highway structures.

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	9.1km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	138km
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)	3km
	b. Preventative maintenance treatments (in km)	0km

B6.1.6 - Approach to maintaining footways and cycleways

Footway and cycleway maintenance is delivered using a risk-based approach informed by our footway hierarchy, condition data, safety inspections and public reports. Annual works programmes balance structural renewal and preventative maintenance to maximise asset life and value for money. We have operated an annual slurry seal preventative maintenance programme on footways since 2007, helping to preserve asset condition and delay the need for more costly structural interventions. Schemes are prioritised according to condition, network importance, usage levels and safety considerations.



B6.1.7 - Evidence Summary

We maintain an extensive footway and cycleway network comprising bituminous, concrete, modular, natural stone and cobbled surfaces. We inspect these assets routinely for safety defects and carry out condition surveys. Maintenance programmes are prioritised using condition data, defect data, public reports, corporate objectives and social value criteria. Our annual slurry seal preventative maintenance programme has been delivered on bituminous footways since 2007 to waterproof surfaces and extend asset life. Footway lifecycle modelling is undertaken bi-annually to inform long term investment needs and maintenance strategies.

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	40%
	b) Planned maintenance (routine/cyclical and/or risk-based)	60%
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

B7.1.5 - Evidence Summary

Drainage assets are managed through our asset management system, which records approximately 45,000 gullies. We undertake cleansing based on the measured level of silt or debris in relation to a gullies outlet pipe. In addition, we carry out cyclical cleansing on approximately 11,000 gullies on main routes or those unsafe for inspection. This is further supplemented by reactive maintenance from public reports. Known defective assets are added to repair programmes, which includes no dig techniques. Maintenance decisions are informed by asset condition, inspection data, flood risk, public reports and local factors such as leaf fall.



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

Our approach combines planned cyclical cleansing, reactive response and the development of more targeted, condition-based maintenance. In 2026, we began a full asset review survey to accurately update records of the location, measurements and contextual details of all our drainage assets, improving inventory completeness and future risk-based decision making. This information supports better integration of drainage condition, silt levels, flood risk data, service requests and carriageway deterioration records. Future priorities include optimising the cleansing regime, addressing defective gullies and unknown underground pipework, and working with the Flood Risk team to develop effective, lower maintenance Sustainable Urban Drainage Systems.

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 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

We support early career development through Building Futures job roles, apprenticeships, degree placements and sponsored qualifications, including HNC, HND and BTEC programmes. Development pathways and career progression are tailored to an individual's work area and role requirements. Participants receive practical workplace experience, mentoring and protected time during the working week to attend classes or complete coursework. This complements our wider highways asset management learning and development framework, which promotes professional certification, continuing professional development, self learning and shadowing experienced colleagues to build competence, address skills gaps and grow sustainable in-house expertise.



B9 – Adapting roads to withstand climate pressures

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

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	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.	12/2025
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	Yes
	- Heat-resilient materials or surface treatments	Yes
	- Tree planting / shading for heat management	Yes
	- Other (please specify): - Warm Mix Asphalt - Polymer Modified Binders - Cold Mix surface treatment on bituminous footways	Yes
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?	No

B9.1.8 - Evidence Summary

We have used polymer modified binders, which provide greater resistance to heat damage than traditional materials. Warm Mix Asphalt is used as the default for machine-laid surfacing, enabling roads to reopen more quickly and reducing network disruption. For bituminous footways, a cold mix surface treatment is applied to extend asset life and improve long-term performance. We utilise Biodiversity Net Gain requirements to support tree planting and habitat creation across developments and works schemes, while promoting Sustainable Urban Drainage Systems (SuDS) to improve environmental resilience and water management.



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

We have opted in to software trials with suppliers to improve environmental reporting and better understand our carbon footprint. This involves calculating industry standard Embodied Carbon Emission from operational data including workforce, vehicles, plant, materials, carbon emissions and waste. Our Highways Maintenance contract framework requires contractors to minimise environmental impacts, comply with relevant legislation, and provide environmental performance data. Contractors must also maintain robust management systems that ensure compliance with health, safety and environmental requirements.

We are currently in the design and public consultation phase of The Avon Riversides 2100 project which will support climate adaptation by improving flood resilience for highway assets located along the River Avon, protecting vulnerable roads, bridges, footways and drainage infrastructure from increasing tidal and fluvial flood risk. Through new and enhanced flood defences, the scheme will reduce the likelihood of asset damage, improve network reliability during flood events, and ensure critical transport links remain operational against the impact of climate change.

B10 – Innovation

ID	Question	Yes / No
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

B10.1.4 - Evidence Summary

Our procurement and contracting approach encourages innovation by evaluating tenders on quality, social value and price, using competitive framework arrangements and mini-competitions to drive continuous improvement, and embedding KPI based performance management throughout the contract lifecycle. Contracts encourage suppliers to develop new methods, technologies and service improvements, while contract management processes actively promote innovation, efficiency, sustainability and value for money. Recent procurements have also incorporated digital and AI enabled solutions where these demonstrate measurable benefits to service delivery, safety and asset management outcomes. Outcome from our lighting Central Management System (CMS) trials, innovative drainage inspection methodology and digital highway safety inspections have been used as national and international case studies.



10.2 – Examples of innovations that have been adopted

Our fully integrated lighting Central Management System (CMS) allows all streetlights to be fully controlled remotely, identifies faults automatically, and outputs energy usage. The system has 99.8% connectivity and has the ability to add a variety of sensors that could be used for data collection. For example, carriageway condition monitoring, air quality monitoring and road temperature monitoring. The CMS project, which included all street lighting being upgraded to LED has saved £1.4m in energy per year an over 1400 tons of carbon, which is the equivalent to planting 44,000 trees.

Highway Digital Inspector has resulted in more road defects being identified earlier in the defect lifecycle, allowing a proactive approach to defect repair. As the defects are identified using camera technology it has removed the requirement for highway workers to attend and mark out defects on busy, higher speed roads. We have also found the Digital Inspector has saved time overall for driven road inspections and has picked up more defects than traditional methods of inspection.

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?	Yes

B11.1.6 - Evidence Summary

We monitor utility works in accordance with the Code of Practice for Inspections and the Specification for the Reinstatement of Openings in Highways (SROH). Fixed Penalty Notices and overrun charges are applied where appropriate. Performance and quality of utility works are monitored through quarterly liaison meetings and a quarterly coring programme to assess reinstatement standards and identify defects. A review of our permit scheme was completed in year 3 of its introduction.

B11.1.7 - Further context

Our year 6 permit scheme review along with a traffic sensitive review are due for publication in 2026/2027. In addition, a feasibility study is being undertaken to assess a lane rental scheme for Bristol. These activities support our ongoing commitment to improving the coordination, management and quality of street works across the highway network.



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 £/m ² 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?	Yes

B12.1.5 - Evidence Summary

We routinely monitor and review highway maintenance costs through contract management processes, annual programmes, schedule of rates analysis, asset management planning and benchmarking exercises. Highways maintenance contracts include defined Key Performance Indicators (KPIs) that are actively monitored through regular performance reviews, audits and contract management processes.

Highway contracts specify single visit permanent repairs as standard. Where this is not achievable due to traffic management or material availability a temporary repair is undertaken and the contractor must return in within 28 days to undertake a final and permanent repair.

B12.1.6 - Further context

We employ a number of technical staff who are able to assess interventions proposed by contractors and consultants. To ensure value for money, cost information is compared against historic expenditure, market testing, framework rates and value for money assessments to inform future investment decisions and procurement activities. Regular audits of the Highway Service require the production of evidence of benchmarking and cost analysis, which is proven in procurement and asset management processes.

Examples of KPIs include response and repair times for Category 1, 2 and 3 defects, timescales for permanent repairs following temporary repairs, out of hours response performance, compliance auditing and quality measures. Performance reporting is used to identify underperformance and drive continuous improvement.