

Highways maintenance transparency reports

Contents

Contents.....	1
Transparency report – Core report.....	2
How we maintain local roads, pavements, and the wider highway network in Cheshire West and Chester.....	2
A1 – What we are responsible for maintaining.....	2
A2 – Road conditions in Cheshire West and Chester	4
A3 – What we are doing about potholes and other road defects	5
A4 – What we spend to maintain the highway network and where the funding is coming from.....	7
A5 – Our maintenance plans for this year.....	8
Transparency report – Technical Annex	9
B1 - Highways maintenance funding and spending figures.....	9
B2 – Highway Maintenance Activity (Surface Treatments and Repairs).....	11
B3 – Pothole repairs	12
B4 – Maintenance of highway structures	15
B5 – Asset Management	16
B6 - Maintaining footways and cycleways.....	19
B7 – Drainage	20
B8 – Skills and training	21
B9 – Adapting roads to withstand climate pressures.....	22
B10 – Innovation	23
B11 – Working with utility companies to reduce disruption to road users	24
B12 – Managing highways maintenance contracts effectively	25

Transparency report – Core report

How we maintain local roads, pavements, and the wider highway network in Cheshire West and Chester

A1 – What we are responsible for maintaining

The borough has around nine motorway junctions, giving it one of the highest levels of strategic road connectivity among North-West unitary authorities and making it a critical gateway between North Wales, Merseyside, Greater Manchester and the national motorway network.

Cheshire West and Chester is split 50/50 between Urban and Rural from a highways context with unclassified roads making up 57.5% of the network length.

• Carriageways	2253 km
• Footways	2448 km
• Structures	495
• Chester City Walls	113
• Lighting	47,485
• Signals	407
• Gullies	85,473

The borough includes urban centres such as Chester, Ellesmere Port and Northwich, alongside extensive rural road networks. Rural roads often require significant maintenance despite carrying lower traffic volumes, increasing the cost of inspection, repair and winter service operations.

The network acts as a key gateway between North Wales, Merseyside, Greater Manchester and the Midlands. Major routes such as the A55, A483, A41, M53 and M56 accommodate substantial commuter, freight and visitor traffic. High traffic volumes accelerate carriageway deterioration and increase disruption when maintenance works are required

Many bridges, retaining walls, drainage assets and highways structures were built decades ago and are reaching a stage where preventative maintenance and renewal become increasingly important. The council is responsible for 611 highway structures, requiring ongoing inspection and investment.

The network is increasingly affected by:

- Intense rainfall events causing drainage and flooding issues.
- Freeze-thaw cycles contributing to pothole formation.

- Storm damage to highway trees and structures.
- Hotter summers which can accelerate surface deterioration.

Managing over 85,000 gullies and maintaining 844 km of winter gritting routes highlights the scale of weather-related resilience activity required each year.

Cheshire West and Chester maintain one of the North West's most strategically important highway networks, supporting regional, national and cross-border travel. Key challenges include the scale of the asset base, heavy strategic traffic demand, ageing infrastructure, climate impacts, network congestion and the need to maximise value from limited maintenance funding

A2 – Road conditions in Cheshire West and Chester

Guidance - please complete these tables using official statistics – see guidance document.

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%	67%	32%
2024	1%	70%	29%
2025	1%	74%	25%

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	5%	76%	19%
2024	5%	76%	18%
2025	4%	79%	17%

A2.3. U roads

Year	Percentage of road in red category
2023	8%
2024	8%
2025	6%

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

Since 2019 Cheshire West and Chester Council has utilised the services of Gaist for the acquisition of highway condition data. This enables us to record the condition of the whole highway asset and the condition annually. This is reported as grades one through five, with five being the worst. This has then been converted to a Red, Amber, Green (RAG) for reporting purposes.

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

A3.1. – What is a pothole?

A pothole is defined as a localised failure of the highway surface where material has been lost from one or more layers of the pavement. Such defects can develop due to weather-related deterioration, water ingress, traffic loading, binder failure, hydraulic action, or structural cracking that allows the pavement to break down over time.

With the right first-time approach defects may require extended patches outside of the specific defect for an effective long-term repair. These are recorded as potholes up to 5m².

The Council's response times are determined by the assessed level of risk presented by the defect, taking into account factors such as size, location, road hierarchy and the potential hazard to highway users.

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

Addressing potholes through a combination of increased investment, preventative road maintenance, resurfacing programs and right first-time permanent repairs.

The preventative program seals the surface stopping water ingress and halting the oxidation of the layer which causes the surface to become brittle leading to material loss and cracking. This will add another 7-10 years to the lifecycle of the road.

Resurfacing takes place when it is no longer financially viable to apply a preventative treatment or when treatment can no longer be used due to the accumulative effects of multiple applications.

The code of practice for Highway safety inspections policy document details the risk-based inspection regime carried out by trained highway safety inspectors and investigators. It sets out the standards to be followed on the Borough's roads. It is to be used by all members of staff who may be required to report defects or to attend sites to conduct follow up inspections on defects reported by members of the public, the police, local Councillors, etc.

We operate a right first time policy on repairs and aim for all defects to be permanent in nature, giving better value for money, minimised network disruption and improved customer satisfaction. The current level of right first time repairs is 96.2% with 10,976 defects completed in 25/26. Those that are not considered right first-time are when plans already exist for resurfacing works or where the defect requires an immediate make-safe whilst traffic management plans are developed and approved in traffic sensitive areas.

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

Cheshire West and Chester Council enables members of the public to report potholes and other highway defects through its online Highways Fault Reporting service. Residents can report road defects, potholes, footway defects and related highway issues via a digital reporting form hosted on the Council's customer services platform. The system allows users to pinpoint the location of a defect, provide details of the problem, upload photographs and monitor the status of their report. All reports are assessed in accordance with the Council's Highway Safety Inspection Policy and Code of Practice, with repairs prioritised according to risk and safety considerations.

Residents can report defects online at:

<https://www.cheshirewestandchester.gov.uk/residents/highways/road-faults/report-a-road-defect>

Or via the contact centre on 0300 123 7036

A3.4. What happens after a pothole is reported

When a pothole is reported, a trained highway inspector assesses the defect on site. The inspector records the location, nature and severity of the defect and undertakes a risk assessment to determine whether it meets the Council's intervention criteria. Based on the level of risk, the pothole is categorised and assigned an appropriate response time. The details are then entered into the Council's Confirm asset management system, where a repair order is generated and issued to the maintenance contractor. Once the repair is completed, the works are recorded and the job is formally closed.

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	£21.517m	£37.210m	£34.468m
Of which spent on:			
Carriageways	£9.195m	£19.352m	£14.851m
Footways	£2.922m	£3.585m	£2.644m
Structures (for example bridges or tunnels)	£2.233m	£4.276m	£7.103m
Drainage	£1.492m	£1.672m	£2.182m
Street lighting	£1.552m	£2.003m	£1.707m
Other assets	£4.123m	£6.321m	£5.980m

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	£13.161m	£22.421m	£20.142m
Additional highways maintenance funding provided by the Council or third parties	£8.356m	£14.767m	£14.326m
<u>Total</u>	£21.517m	£37.210m	£34.468m

A5 – Our maintenance plans for this year

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

- Cheshire West and Chester Council will continue to deliver a risk-based, asset management approach to highway maintenance, with increased emphasis on preventative treatments to maximise asset life and secure long-term value for money.
- Approximately 10.5km of carriageway maintenance works (68,500m²) will be delivered across the network.
- Approximately 48.5km of carriageways (326,000m²) will receive preventative surface treatments to preserve network condition and reduce future maintenance costs.
- The footway maintenance programme will deliver approximately 36,000m² of pavement renewal works.
- Significant investment will continue at Nicholas Street Viaduct and Winsford Street Bridge (Middlewich Road), alongside the Council's largest programme of structural bridge inspections to date.
- Drainage assets will be managed through a risk-based approach using the KaarbonTech Asset Management System.
- Programmes of street lighting column replacement and traffic signal renewals will also be delivered, alongside routine maintenance activities and over 12,000 highway safety defect repairs annually.

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

- <https://www.cheshirewestandchester.gov.uk/residents/highways/highways-maintenance-programme/carriageway-resurfacing>
- <https://www.cheshirewestandchester.gov.uk/residents/highways/highways-maintenance-programme/carriageway-surface-treatment>
- <https://www.cheshirewestandchester.gov.uk/residents/highways/highways-maintenance-programme/footway-works>

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

A data-driven approach is used to prioritise highway maintenance and ensure resources are directed where they will deliver the greatest benefit. Road condition survey data forms the basis of scheme selection, with treatment-specific criteria used to identify roads suitable for resurfacing, preventative maintenance and early intervention treatments.

Potential schemes are then assessed against a range of additional factors, including recorded defects, pothole reports, the number of properties affected, safety risk, insurance claims history, accident data, skid resistance (SCRIM) results, strategic transport routes and housing density.

Each factor is weighted and ranked to produce a prioritised programme of works for each treatment type. This risk-based approach enables us to target investment effectively, maintain network safety and serviceability, and deliver the best value for residents and road users.

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	£9.929m	£15.515m	£16.079m
Other DfT capital funding utilised by local authority for highways maintenance	£3.232m	£6.906m	£4.063m
Other Government capital funding allocated by local authority to Highways Maintenance	£	£	£
Other capital funding allocated to highways maintenance	£2.250m	£8.178m	£8.000m
Total Capital funding allocated to highways maintenance	£15.411m	£30.599m	£28.142m

B1.1.2 - Additional information on funding figures

Of the 25/26 funding sources £14.767m was an additional allocation from Cheshire West and Chester. This was £8.178m from Capital funding (a mixture of council borrowing, EA, s106 funding and CIL), and £6.611m from Revenue.

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
--	------------

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£15.411m	£30.599m	£28.142m
Total highways maintenance revenue spend	£6.106m	£6.611m	£6.326m
Total spend	£21.517m	£37.210m	£34.468m

B1.2.2 - Additional information on total spending figures

--

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	£4.697m	£	£5.240m	£
Structural carriageway maintenance	£8.736m	£	£3.323m	£
Planned carriageway repair / patching programmes	£4.770m	£	£5.477m	£
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£	£0.062m	£	£0.050m
Reactive carriageway repairs / patching (permanent repairs)	£0.096m	£	£0.087m	£
Reactive carriageway repairs / patching (total)	(£0.096m)	(£0.062m)	(£0.087m)	(£0.050m)
Other carriageway-related spend	£0.431m	£0.559m	£0.222m	£0.452m
Total	£18.732	£0.621m	£14.851m	£0.502m

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

Defects highlighted at Cat E, and Category 1 are repaired reactively under 2 and 24 hour response. Defect Identified as Cat 2H and 2M are repaired under a planned patching programme in 5 or 28 working days.

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	63km	29.6km	35,734m ²	474m ²	61m ²
2026-27 projected	48.5km	10.5km	38,905m ²	500m ^{2*}	60m ^{2*}

**26/27 reactive repairs assumed to be like 25/26*

B2.1.1 – additional information on surface treatments and repairs

The authority have been using Rhinophalt asphalt preservation treatments since 2020, to protect and extend the lifecycle of new surfaces, some of which have entered their second cycle. We have also hosted sites for BBA HAPAS trials on emulsion-based preservation with ASI Solutions. Working with ASI we were the first to undertake a program of retexturing road surfaces and then applying asphalt preservation.

We are using Rhinophalt, Finaphalt, Pentack, conventional dressing and encapsulated dressing. Footways receive a combination of surface dressings and slurry sealing products. Surfacing materials are site specific based on value for money, lifecycle and CO². Structural works using Recycol and Retread.

Area teams have a budget for works outside of the identified forward program. They are extensively using JPCS Rejuvopatch to seal and address problematic roads.

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

B2.1.2 – Further information and context

We are engaged with Multevo in trying to get their UK first Recycle, Rejuvenate & Repair insitu recycler into the borough for a series of sites. Through our Term Maintenance Contract partner Colas we are hoping to utilise more sustainable asphalt solutions which includes Valorcol and Vegeroad.

Free text – optional – 100 words maximum	No
--	-----------

B3 – Pothole repairs

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

B3.1 – Pothole/Defect intervention criteria

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

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, 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
Pothole	≥40millimetres (mm)	Hierarchy & Risk defines frequency of inspection. 5 categories of risk impact & probability. Risk factor = impact X probability. This score defines response time		As defined by risk factor score. 2hours 24hours 5 days 28 days Planned maintenance considered
Localised edge deterioration	≥100mm	As above		As above

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	10,976
--	--------

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
[number, or no data held]	6,232	404	4,340

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

Defects highlighted at Cat E, and Category 1 are repaired reactively under 2 and 24 hour response. Defect Identified as Cat 2H and 2M are repaired under a planned patching programme in 5 or 28 working days.

Guidance – Please include the following text to explain that authorities can use different criteria for identifying and counting potholes:

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)	£134.74	Unit/average cost of a temporary pothole repair on your network (reactive)	£70.10
--	---------	--	--------

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

Please note that the stated rate is based on pothole repairs undertaken under standard Red Book traffic management arrangements, including up to two-way temporary traffic signals. Where more complex traffic management is required, additional costs will apply to reflect the increased traffic management requirements.

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

Cheshire West and Chester Council has established a clearly defined specification for permanent pothole repairs to ensure a consistent, high-quality standard across the network. This includes, but is not limited to, the use of clean saw-cut edges, over banding of completed joints, and the use of hot-box vehicles to maintain materials at the correct application temperature.

Quality assurance is undertaken through the review of completion photographs submitted with payment applications, supplemented by physical inspections of a representative sample of 50 repaired defects each month. Network Stewards routinely monitor the condition of the highway within their areas and may instruct remedial works where permanent repairs exhibit signs of failure within the initial 12-month maintenance period.

B3.4.6 - Additional information

Free text

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

Defects reported along with defects repaired are used alongside other factors in building the forward and annual program of works. This data also feeds into the risk-based approach to inspections. Automated responses are sent from our system to update customers on the findings/outcome of their enquiry.

B3.5.4 - Tools used for reporting

[Report it | Cheshire West and Chester Council](#)

We do not have a specific app for reporting issues, the webpage report it function is comprehensive, mobile friendly and moves the enquiry to the appropriate department.

B4 – Maintenance of highway structures

Please set out information about other highway structures and assets

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	611
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	1
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	319
4.1.4	Number of General Inspections carried out in 2025-26	420
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	67
4.1.6	Number of Principal Inspections carried out in 2025-26	67

B5 – Asset Management

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

B5.1 - Asset Management Strategy and Policy

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	Yes
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link	
	Highways Asset Management Strategy	
5.1.3	Please provide the date it was last reviewed or updated	Date 07/2019
5.1.4	Please provide proof of the review or update.	
	N/A	
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.	
	<i>Following the production of the Council Local Transport Plan LPT4 and the publication of the revised Well maintained Highways Infrastructure the council will review the Asset strategy with a view to completing for April 2027</i>	

B5.1.6 - Further context

N/A

Key aspects of highways asset management approach

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

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

Please complete the table below for your key highway assets.

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

5.2.1 - Further context (optional)

Carriageway/footway inventory is comprehensive but some of it is quite old. Visible drainage assets are comprehensive, underground assets minimal. For our structures there was an additional £2.3m spend on inspections

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

B5.3.2 - Further context (optional)

Most asset data is held within confirm. Condition data is in GIS systems but may be loaded into confirm in the future with PAS2161 spec. Several other systems are utilised for greenspaces, flooding, orders and streetworks.

B5.4 – Lifecycle planning and investment decision-making

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

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

B5.4.4 - Evidence Summary

Last year we ran 11 funding scenarios against outputs of expenditure, planned maintenance types, backlog forecasts, reactive maintenance, performance indicators and emissions. This was over 60 years forecast period. The resultant recommendations are presented to the cross-party Highways Board for funding consideration

B5.5 – Performance monitoring and continuous improvement

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

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

B5.5.5 - Evidence Summary

The Contractor plays a key role in supporting delivery of the Council's Asset Management Policy by providing technical expertise, asset intelligence, lifecycle planning advice and innovation to help identify optimum maintenance solutions and programmes. Through collaborative development of the Forward Plan and Annual Plan, the Contractor contributes condition data, carbon assessments, buildability advice and whole-life value considerations. Performance information, asset condition data, completed works records, cost data, carbon metrics and programme delivery outcomes are captured through integrated management systems. This evidence is used to prioritise interventions and ensure maintenance funding is targeted where it delivers the greatest network benefit.

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	3 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	15 km
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	No
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No
	a. Structural maintenance / reconstruction (in km)	N/A
	b. Preventative maintenance treatments (in km)	N/A

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

CW&C utilise the Gaist Asset Management system to assess the condition and performance of the footway network, enabling a risk-based and evidence-led approach to maintenance prioritisation. This provides a robust understanding of asset condition, deterioration trends and network needs, ensuring available funding is targeted where it will deliver the greatest benefit. During 2025/26, a proportion of the LTG funding was invested in footway improvements to address identified maintenance priorities. Over 34.7 km of footway received siding out and cleansing, enhancing accessibility, safety and the overall customer experience across the network.

B6.1.7 - Evidence Summary

--

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	11.4%
	b) Planned maintenance (routine/cyclical and/or risk-based)	88.6%
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	Yes
	Chester University installed some sensors in Ashton Heyes, our LLFA team get the telemetry from these, the sensor provider is Andel. We are currently in the process of getting the infrastructure in place in Northwich to install sensors as an action from a S19 report.	

B7.1.5 - Evidence Summary

Known hotspots are used in the risk based cyclic cleansing program. Silt levels are used to determine the frequency of cleanse. Flood hotspots are maintained on GIS layers which can be overlaid with other highway data.

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

Cheshire West and Chester Council manages its highway drainage assets through the KaarbonTech Gully SMART system, which is administered by the Council's highways contractor on its behalf. The system maintains records for both linear and node-based drainage assets and is synchronised with the Council's Confirm Asset Management System. CCTV survey data, including defects, observations and video records, is captured and linked directly to mapped drainage assets, creating a comprehensive asset history. KaarbonTech's risk modelling functionality is used to develop risk-based gully cleansing and drainage maintenance programmes, enabling investment to be targeted effectively and supporting improved network resilience and value for money.

B8 – Skills and training

ID	Question	Answer
8.1.1	Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	Yes
8.1.2	Do you or your main highways contractors support professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE))?	Yes
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	Yes
8.1.4	Do you employ a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) with responsibility for the management of highway structures (either in house or through a contracted arrangement)?	Yes
8.1.5	Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps (either directly or through contractual arrangements)?	Yes
8.1.6	Do you or your main contractors support early career development in your local area, for example through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	Yes

B8.1.7 - Evidence Summary

The Authority maintains an up-to-date training and competency record for highways staff through a central training matrix, which is regularly reviewed and updated. Individual learning and development needs are identified and discussed through the annual "Play Your Part" performance and development process, ensuring targeted training and succession planning. The Authority also provides mentoring and coaching for employees undertaking apprenticeship programmes, including support for End Point Assessments and progression towards Incorporated Engineer (IEng) and Chartered Engineer (CEng) professional registration.

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

Currently have 5 people on HNC courses, two completed their degrees, one submitted and another awaiting endpoint assessment.

B9 – Adapting roads to withstand climate pressures

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

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	No
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	Yes
9.1.3	If yes when did you last update this.	06/2026
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – formally recorded
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	No
	- targeted slope / ground stability / landslip mitigation	No
	- Heat-resilient materials or surface treatments	No
	- Tree planting / shading for heat management	No
	- Other (please specify)	No
	- None of the above	No
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	Yes
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	No

B9.1.8 - Evidence Summary

In accordance with the ADEPT Carbon Leadership Programme, Cheshire West and Chester Council has completed its Carbon Best Practice Assessment using the prescribed scoring methodology. Benchmarking against other participating local highway authorities indicates an overall weighted performance score of 59, placing the Council within the 'Satisfactory' to 'Good' performance range. The Council performs above the benchmark across all assessed dimensions, except for 'Staff & Contractors'. Sector-wide benchmarking reports will be available from Proving/FHRG and will be used to compare performance, share best practice, and identify opportunities for continued improvement in carbon management and reduction activities.

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

Colas utilise HVO vehicles in their fleet. Client fleet consists of mainly EV with a few hybrids and diesel vehicle for out of hours operation. We also run a salt spreader with a fully electric hopper. Trailed the use of electric plant for operatives. Utilise technologies that allow in situ recycling of road materials to reduce the use of new materials.

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

10.1.4 - Evidence Summary

Through close collaboration with our Term Maintenance Contractor, we have pioneered the deployment of innovative asset management and pavement preservation techniques across the highway network. This includes successful trials of the Recycol and Retread structural carriageway treatments, alongside the implementation of data-driven slurry patching programmes and the targeted use of hot-applied thermoplastic fill and overband systems to enhance network resilience and extend asset life.

Building on this approach, we are progressing a Recycle, Rejuvenate, Repair (RRR) trial utilising in-situ asphalt recycling technology, supporting circular economy principles and reducing whole-life carbon impacts. We have also evaluated emerging sustainable asphalt solutions, including Valorcol and Vegeroad binder technologies, to assess their performance, durability and environmental benefits. These initiatives demonstrate our commitment to innovation, evidence-based asset management and the adoption of low-carbon, cost-effective engineering solutions that maximise long-term network performance.

B10.1.5 - Further context on your innovation activities

We actively embrace innovation and have a strong track record of evaluating and implementing emerging materials, technologies and maintenance techniques across our highway network. Through structured trials and performance-led assessments, we continually seek opportunities to improve asset longevity, network resilience, sustainability and operational efficiency. However, innovation must be balanced against the delivery of demonstrable value for money and proven whole-life performance. New products and processes are therefore rigorously assessed before wider adoption, ensuring they provide measurable benefits over established practices. Where traditional maintenance solutions remain the most cost-effective and technically appropriate option, they continue to form a core part of our asset management strategy, ensuring reliable, efficient and evidence-based investment decisions.

10.2 – Examples of innovations that have been adopted

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

The adoption of early preventative treatments. Preserving the investment in surfacing, extending their life cycle and time before more conventional treatments. This helps to deal with the building backlog of dressed sites reaching the end of their lives and allow more structural spends in the future.

We aim to treat all resurfacing sites within 5-7 years of initial lay.

Whilst there may be more visits of the lifespan of the road, the impact is generally lower on the movement of traffic and will greatly reduce CO² costs over the lifespan also.

*Have incorporated encapsulated surface dressing into our treatment set which offers extended lifecycle and less disruption to the network.
Currently in the process of procuring AI solutions for highway defect identification and also looking at AI scheduling.*

Following a risk assessment, drone technology was adopted for inspections of structures over water to improve safety and reduce the need for personnel to work in high-risk locations. The technology is now used as part of operational inspections, providing detailed condition data while reducing inspection time and associated safety risks.

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

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

11.1.6 - Evidence Summary

Cheshire West and Chester Council has established procedures for monitoring and enforcing utility works quality in accordance with the Traffic Management Act 2004, the New Roads and Street Works Act 1991, and the Cheshire West and Chester Permit Scheme. The Council undertakes routine and sample inspections of street works and reinstatements to ensure compliance with statutory requirements and permit conditions, pursuing corrective action where necessary. A senior management-endorsed assessment of lane rental suitability has been completed, utility companies are consulted on highway maintenance programmes, and both a permit scheme evaluation and a partial review of traffic-sensitive streets have been undertaken and updated.

B11.1.7 - Further context

N/A

B12 – Managing highways maintenance contracts effectively

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

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

12.1.5 - Evidence Summary

The authority retains experienced in-house highways engineers and contract management staff who are able to independently assess and challenge maintenance interventions proposed by contractors. We routinely review actual unit costs for key maintenance activities and compare these against historic performance, market rates and available benchmarking data to inform value-for-money assessments. The contract includes a suite of defined KPIs covering safety, quality, responsiveness, customer outcomes and commercial performance, which are actively monitored through regular performance reviews. Where pothole repairs are undertaken by contractors, contractual arrangements encourage permanent first-time repairs, where safe and appropriate, to minimise repeat visits and improve network resilience.

B12.1.6 - Further context

In addition, detailed programme, quality and cost data are reviewed collaboratively through regular contract management meetings, with findings used to drive continuous improvement and inform future maintenance strategies. Performance trends, defect recurrence rates and customer feedback are considered alongside financial measures to ensure services remain efficient and effective. The authority also maintains robust governance arrangements, with escalation processes for underperformance and structured audits of completed works. This approach provides assurance that maintenance activities are delivered to the required standards, represent value for money and support long-term asset management objectives across the highway network.