

Cheshire West & Chester Council

30 June 2025

Local highways maintenance transparency report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our highway network

Cheshire West and Chester Council recognises the importance of its highway infrastructure and how an effectively maintained and managed network contributes to the achievement of its corporate goals to provide a well-connected and accessible borough.

We understand that effective asset management is a platform to deliver clarity around standards and levels of service, and to make best use of its available resources. We have been working on the improvement of highways asset management and maintenance principles to ensure that we optimize all available funding to achieve maximum value for our residents and businesses.

Our highway network plays a crucial role in connecting communities, facilitating commerce, and enabling efficient travel, vital for supporting local businesses, tourism, and daily commutes.

The Highway Asset Management Strategy sets out how the Council will best manage our Council's highway asset, taking into consideration customer needs, local priorities, asset condition and best use of available resources. It addresses the highways asset, as well as articulating specific strategies for our major asset groups: carriageways, footways, bridges, structures, street lighting and traffic signals. These strategies will be used to inform the development of forward works programmes, in line with best practice lifecycle planning practice.

The scope of the Asset Management Strategy covers all highways asset management and maintenance activities that are currently funded through both revenue and capital budgets, and does not currently address traffic management and highways improvement schemes; however, the principles of good asset management adopted within the Strategy are applied consistently, regardless of scheme or work budget type.

The principles informing this Strategy have been set out in our Asset Management Policy and will ensure that we adopt a long-term planning approach, and not just focus on the 'worst first' principle, but include an increasing focus on proactive, preventive maintenance works rather than a reactive and corrective works culture. This aligns with the prevention over cure principle as detailed in the [Code of Practice on Well-Managed Highway Infrastructure](#)

<i>Lengths of highway, footways, and cycleways (km)</i>						
<i>A Road</i>	<i>B and C roads</i>	<i>U roads</i>	<i>Total Roads</i>	<i>Footways</i>	<i>Other Public rights of way</i>	<i>cycleways</i>
329.744	641.313	1313.092	2284.149	2446.659	1280.659	203.000

The borough's highway network includes:

Carriageway 2284.15km Consisting of:	A Roads 329.74km
	B Roads 141.83km
	C Roads 499.47km
	U Roads 1313.09km
Footway 2446.66Km	Class 1A 4.535km
	Class 1 19.639km
	Class 2 9.516km
	Class 3 25.962km
	Class 4 2387.01km
Traffic signs (non-illuminated)	21,851
Pedestrian Barriers (Lin m)	159,903
Safety Fencing (Lin m)	51,794
Bus Stops	7,866
Highway roadside drains	86,650
Highway Trees	330,000
Structures 495 Consisting of:	273 Bridges
	98 Retaining walls
	49 Culverts
	46 Footbridges
	23 Subways / Pipe Subways
	3 Tunnels / Vehicle Underpasses
City Walls 113 Consisting of:	70 Retaining Walls
	16 Steps
	15 Bridges / Gates
	6 Towers
	3 Posterns
	2 Ramps

	1 Walkway
Lighting 47,485 consisting of	41,556 Lighting Columns
	3,119 Illuminated signs
	2,029 Wall / pole mounts
	781 Feeder Pillars
	498 illuminated bollards
Traffic Signals	263
Zebra Crossings	110

Highways maintenance spending figures

Highway maintenance spending					
Year	Capital allocated by DfT (£,000s)	Capital spend (£,000s)	Revenue spend (£,000s)	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	£15,515	£20,515	£6,610	79%	21%
2024/25	£13,161	£15,411	£6,106	75%	25%
2023/24	£13,664	£15,714	£6,917	76%	24%
2022/23	£11,899	£14,899	£7,039	71%	29%
2021/22	£11,899	£14,899	£7,075	71%	29%
2020/21	£15,266	£18,266	£8,033	72%	28%

Additional information on spending

Structures Revenue, budget allocation £155,000

A programme of routine maintenance (vegetation clearance and minor maintenance) of our highway structures and, the Chester city walls structures.

Structures capital, budget allocation £3,876,753.36

A programme of essential planned maintenance to our highway structures. Post Tensioned special inspections (PTSI) of two major post tensioned structures. A programme of Principal Inspections, structural reviews, and scour assessments. A programme of planned maintenance to the Chester city walls structures, including the ongoing trial of hot lime mortar. Principal Inspections of the six city walls bridges including the structural review of one.

Lighting and Signals Revenue, budget allocation £2,393,912

This revenue spend ensures essential maintenance of Street Lighting and Traffic Signals is undertaken. Electrical and Structural testing of lighting assets is carried out on 6-year cyclical programme. Inspections of Traffic Signals is completed every 6 months to ensure any faults are rectified. The revenue spend also contributes to the energy bill and covers repairs to damaged equipment where no responsible party can be identified.

Lighting and Signals Capital, budget allocation £2,542,256.01

£900k will be spent on structural replacement of around 400 street lighting columns which have an expected lifespan of 50 years. £100k will be spent on structural replacement of heritage street lighting equipment. £1,287,510 will be spent on traffic signal structural replacement works with an

emphasis on replacing halogen lamp traffic signal sites which are obsolete. £254,745.37 will be spent on replacing obsolete Traffic Signal communication equipment through a DFT grant.

Area maintenance teams Revenue, budget allocation £2,499,499

Routine and ad-hoc gully cleaning operations, drainage investigations and flood risk mitigation work £990,000.

Road markings and studs £75,000

Automated vehicle restraint system maintenance £24,793

Hedge and tree maintenance £50,000

Out of hours service provision £307,810

Winter maintenance fleet, maintenance, operations, and salt £878,000

Area maintenance teams Capital, budget allocation £3,885,787

Minor works £580,000 Routine management and improvement of the network

Pothole permanent repairs £2,600,000

Drainage scheme £320,000

Planned patching and permanent repairs £200,000

Car Park maintenance £87,787

Urban surfaced Public Rights of Way maintenance £100,000

Climate team Revenue, budget allocation £417,187

Tree maintenance £417,187

Climate team Capital, budget allocation £380,000

Tree works £300,000

Drainage schemes £80,000

Public Rights of Way Revenue, budget allocation £35,414

Routine cuts, trimming and general maintenance £35,414

Public Rights of Way Capital, budget allocation £173,714.42

PROW structures, furniture, and surface improvement £173,714.42

Management costs Revenue, budget allocation £981,860

Depot Utility bills £129,100

Contract prelims and claims £714,630

Contingency £25,000

Audit and compliance £14,630

Management systems £88,500

Capital delivery, budget allocation £8,677,420

Structural issues £317,420

Preventative treatments £4,650,000

Preventative prep works for following year £1,800,000

Resurfacing schemes £1,145,000

Footway schemes £500,000
Malpas car park £150,000
20mph speed limits £115,000

Asset management Capital, budget allocation £222,666.

Technical surveys £200,000

This budget is for data Acquisition and data support. Technical surveys of highway condition for asset evaluation, lifecycle planning, schemes evaluation, asset valuation

Migration of the National Street Gazetteer £22,666.

Estimate of number of potholes filled				
2021/22	2022/23	2023/24	2024/25	2025/26
9837	6252	11870	8568	1657 as of end June

Carriageway Works

	1A - Surface Dressing (Km)	1B - Micro Surfacing (Km)	1C - Preservation and Rejuvenation (Km)	1D - Resurfacing (Km)	1G - Reconstruction (Km)	1I - Programmed Patching (in m ²)
22/23	35.25	2.35	4.34	11.86	1.93	18352
23/24	25.24	10.15	6.54	19.07	0.59	11757
24/25	19.28	0.56	15.10	4.97	11757	20641

In 2023/24 we started a new term maintenance contract which limited the amount of preventative maintenance we could undertake and with late additional funding from the DFT this pushed up the length of resurfacing undertaken.

In 2024/25 the preventative maintenance program shifted towards encapsulated surface dressing, whilst this approach offered carbon saving and lifecycle benefits, it also incurs increased cost which is reflected in the length delivered.

Condition of local roads

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, year on year. 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. The below sets out RAG ratings and as supplementary information the grades are also reported below this. Historically we have reported the grade five as the red but with the new data standard have opted to take this onboard early which can be seen reflected in this year's figures.

The annual survey data allows us to monitor the condition of the asset from a street-by-street level upwards. This enables us to monitor the performance of materials and understand the changing needs across the network.

This condition data enables us to identify all works required across the network and from this forward works program is derived and the maintenance backlog calculated.

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	1.39%	61.53%	37.03%
2021	1.45%	66.76%	30.81%
2022	1.34%	66.96%	31.58%
2023	1.45%	69.91%	28.64%
2024	6.66%	68.14%	25.2%

100% A Road inspection yearly

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	4.2%	70.78%	24.89%
2021	5.2%	74.56%	19.76%
2022	5.25%	75.74%	18.94%
2023	5.29%	76.27%	18.34%
2024	16.87%	67.25%	15.88%

100% B & C Road inspection yearly

Year	Percentage of U Roads in the Red category
2020	6.84%
2021	7.49%
2022	8.00%
2023	8.35%
2024	17.77%

Additional information on condition

100% U/C Road inspection yearly

Class	Grades				
A	1	2	3	4	5
19/20	34.02	6.34	54.09	4.26	1.29
20/21	31.46	5.57	57.12	4.41	1.39
21/22	25.51	5.30	62.13	4.63	1.45
22/23	25.89	5.69	62.29	4.66	1.34
23/24	22.27	6.30	64.94	4.81	1.45
24/25	19.03	6.17	68.14	5.49	1.17

Class	Grades				
B	1	2	3	4	5
19/20	27.58	3.91	60.83	4.77	2.86
20/21	23.91	3.60	61.77	7.07	3.50
21/22	20.53	3.50	63.03	8.77	3.91
22/23	20.15	3.17	63.33	9.19	4.11
23/24	18.26	3.86	63.54	10.03	4.18
24/25	15.66	4.23	65.59	11.84	2.68

Class	Grades				
C	1	2	3	4	5
19/20	22.65	5.18	58.33	9.86	3.89
20/21	18.12	4.15	61.46	11.25	4.90

21/22	12.22	3.27	65.91	11.41	6.49
22/23	11.48	3.08	66.78	12.17	6.39
23/24	10.48	2.69	67.27	12.56	6.70
24/25	11.94	2.55	67.82	13.21	4.48

Class	Grades				
U/C	1	2	3	4	5
19/20	29.46	4.72	48.43	8.19	6.03
20/21	23.51	6.49	51.40	8.92	6.84
21/22	16.20	7.96	54.94	8.56	7.49
22/23	14.89	8.46	58.12	9.12	8.00
23/24	11.70	9.56	60.77	9.47	8.51
24/25	9.45	9.99	62.80	11.72	6.04

The data show a continued migration from the greens in grades 1 & 2 towards the ambers in grades 3 & 4, this can also be seen in the small increases in the grade 5 across the board.

To address this trend, we have been using early intervention techniques to preserve and extend the lifecycle of those roads in the grade 1 & 2 category whilst increasing the amount of preventative maintenance around the grade 3 to 4 to suppress the movement towards grade 5.

Road condition assessments on the local classified road network in England are currently made using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

Several parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at <https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01>

Plans

Overall strategy

We are committed to maintaining and improving the highway network with the funding available that are visible, preventative, and aligned to our long-term asset strategy.

Cheshire West and Chesters approach alongside the asset strategy is to look at the right treatment at the right time whilst balancing carbon reduction, value for money and lifecycle. This is to be pro-active, sustainable and deliver long term value for money whilst managing the risks to the public.

We have developed a detailed works programme based on condition data, hierarchy, risk, recorded defects and other data sources which can be seen below. This is reviewed annually and adjusted according to risk and the changing needs of the network. Our goal is to carry out timely, high-quality right first-time repairs that keep people safe and traffic moving smoothly.

Specific plans for 2025/26

Resurfacing schemes

Asset ID	Road	Parish	Area (sqm)
A534/B/05	Barton Road	Farndon CP	1,456
A534/B/10	Barton Road	Barton CP	1,474
A559/DF	CHESTER ROAD	Northwich CP	7,770
B5130/A/35	Chester Road	Huntington CP	2,707
B5153/05	HOLLOW LANE	Kingsley CP	913
B5153/10	MILL LANE	Kingsley CP	1,384
C601/A/05	SHIPBROOK ROAD	Davenham CP	2,412
C605/01	BYLEY LANE	Byley CP	1,614
C613/D/22	BRADFORD ROAD	Winsford CP	1,222
UX90	Cedar Grove	Hoole (Area)	2,501
C621	DARK LANE	Marston CP	1,515
C808/A	Burton Road	Duddon and Burton CP	1,418
C809/C/01	High Street	Tattenhall and District CP	1,747
C831/B/05	Heath Lane	Barrow CP	1,722
UV2382	MOSS LANE	Cuddington CP	903
UW3370	MERE LANE	Cuddington CP	723
UX564	Littleton Lane	Littleton CP	1,449
UY1687	WHITLOW LANE	Moulton CP	1,928

The allocation for Resurfacing is £1.145m, the schemes highlighted in green are planned for the fiscal year. The confirmed list above in green may change if Engineering Difficulties or Street Work Permitting issues are identified. The schemes in pink are those on the reserve list.

Preventative schemes

Asset ID	Road	Parish	Area (sqm)
UW4426	Hulse Lane	Lach Dennis	5,000
C830/B/07	UTKINTON LANE	Utkinton and Cotebrook	6,316
UX108	Circular Drive	Lache and Saltney (Area)	4,673
A41/1/34	Whitchurch Road	No Mans Heath and District	25,347
A41/1/10	Whitchurch Road	Tushingham cum Grindley	27,103
UX841	COACH ROAD	Little Budworth	4,109
A540/BE	Parkgate Road	Blacon (Area)	7,178
UW3553	HEATH LANE	Great Budworth	3,609
A56/H/20	MAIN STREET	Frodsham	6,797
A49/2/68	TARPORLEY ROAD	Delamere and Oakmere	8,808
C708/01	HOWEY LANE	Frodsham	6,905
A51/3/35	Tarvin Road	Littleton	23,129
A49/2/60	TARPORLEY ROAD	Delamere and Oakmere	8,419
UV3420/A	TOWERS LANE	Alvanley	2,749
A54/Y/05	HOLMES CHAPEL ROAD	Sproston	18,080
UV1632	Chorlton Lane	Backford	2,868
B5152/C/15	KINGSLEY ROAD	Frodsham	16,419
UV2498/A	OLD CHESTER ROAD	Helsby	2,179
UX1653	SHOP LANE	Little Budworth	2,487
A49/3/45	WARRINGTON ROAD	Acton Bridge	8,200
UX1605	Barton Road	Farndon	2,802
A49/3/66	TARPORLEY ROAD	Whitley	7,984
UX815	KENNEL LANE	Cuddington [Vale Royal]	2,272
UX173	Earlsway	Curzon Park (Area)	2,255
UV2224/B	BLACKTHORNE AVENUE	Strawberry (Ward)	3,188
UW3217	SENNALANE	Comberbach	2,627
UY1692	COAL PIT LANE	Stanthorne and Wimboldsley	3,809
UV1046/A	CROMWELL ROAD	Ellesmere Port Town (Ward)	2,992
UV2495/A	GODSCROFT LANE	Frodsham	2,450
UV1632/C	Chorlton Lane	Backford	2,211
B5393/35	TARVIN ROAD	Frodsham	9,534
C840	LONDON ROAD	Kingsmead	5,885
A56/H/10	CHESTER ROAD	Helsby	43,321
A49/2/32	Luddington Hill	Utkinton and Cotebrook	13,221
B5393/22	MANLEY ROAD	Alvanley	9,903
C624/B	CUDDINGTON LANE	Cuddington [Vale Royal]	13,063

B5153/A/05	Northwich ROAD	Weaverham	6,449
A559/P/15	MARSTON LANE	Marston	6,409
A556/1/11	CHESTER ROAD	Delamere and Oakmere	21,458
A41/1/66	Whitchurch Road	Golborne David	35,825
A556/1/63	SHURLACH ROAD	Lach Dennis	18,932
UY181	SWANLOW DRIVE	Winsford	2,116
A559/P/32	Northwich ROAD	Antrobus	11,130

The allocation for Preventative Treatments is £4.650m, the schemes highlighted in green are planned for the fiscal year. The confirmed list above in green may change if Engineering Difficulties or Street Work Permitting issues are identified. The schemes in pink are those on the reserve list.

Footway schemes enabling active travel

Asset ID	Road	Parish	Area (sqm)
A51	Tarvin Road	Littleton	640
UX586	Mannings Lane	Hoole Village	1057
UW3537	Knutsford Road	Antrobus CP	982
C821	High Street	Farndon CP	655
A533	Runcorn Road	Little Leigh	1103
C618	Marbury Road	Comberbach CP	787
UX362	Nuns Road	Chester City	421
C653	London Road	Bostock	713
UX362	Nuns Road	Chester City	475
A533	Bostock Road	Bostock	974
C653	London Road	Davenham CP	2361
B5445	Wrexham Road	Eccleston	1,677
A56	Warrington Road	Mickle Trafford and District CP	206

The allocation for Footway schemes is £500k, the schemes highlighted in green are planned for the fiscal year. The confirmed list above in green may change if engineering difficulties or Street Work Permitting issues are identified. The schemes in pink are those on the reserve list

Lighting Structural Maintenance Schemes

Capital funding will allow for the structural replacement of around 400 street lighting columns, four traffic signal junctions and two traffic signal crossings in 2025/26. The DfT obsolescence grant will allow the replacement of obsolete communication equipment at 59 traffic signal sites.

Planned Replacements - Column replacement will be based on Structural Test results, known locations below:

Area	Road Name	Columns	Area	Road Name	Columns
Barnton	Crocus St	1	Northwich	Romanes St	1
Barnton	Oaktree Close	1	Northwich	Brook Lane	1
Cuddington	Fieldway	10	Rudheath	Wessex Drive	10
Cuddington	Brookside	4	Rudheath	Nicholas Ave	5
Cuddington	Bankside	12	Rudheath	Fletcher Grove	5
Cuddington	Greenfield Way	1	Rudheath	Griffiths Drive	3
Cuddington	Blake Lane	1	Rudheath	Birtwistle Rd	2
Cuddington	Ash Rd	1	Rudheath	Wright Ave	11
Delamere	Blakemere Lane	3	Rudheath	Nicholas Ave	5
Frodsham	Bellemont Rd	1	Rudheath	Fletcher Grove	5
Frodsham	Red Lane	1	Rudheath	Griffiths Drive	3
Frodsham	Red Lane	1	Rudheath	Birtwistle Rd	2
Frodsham	Howey Lane	1	Tarporley	Rode St	1
Frodsham	Dodgery Lane	1	Tarporley	Edgewell Lane	1
Frodsham	Hunters Hill	1	Tarporley	Hickhurst Ln	1
Frodsham	Beech View Rd	1	Tarporley	Eaton Lane	1
Frodsham	Smithy Lane	1	Tarporley	The Paddock	1
Frodsham	Bridge Lane	1	Tarporley	Street	1
Frodsham	Warren Court	1	Tarporley	Eaton Lane	1
Frodsham	Rockfield Dr	1	Tarporley	Eaton Lane	1
Frodsham	Robin Hood Ln	1	Tarporley	Road	1
Frodsham	Old Chester Rd	1	Tarporley	Tarporley Rd	2
Frodsham	Townfield Lane	1	Winsford	High Street	2
Frodsham	Howey Lane	1	Winsford	Winsford Bypass	1
Leftwich	Dales Square	1	Winsford	Chesnut Grove	1
Leftwich	Oldhall Road	26	Winsford	FW Harewood Cl	1
Leftwich	Old Hall Road	4	Winsford	Bramhall Close	1
Leftwich	Granville Road	17	Various	A540	20 +
Northwich	Moreton St	1	Various	A41	20 +
Northwich	Dean St	1	Various	A5117	20 +
Northwich	Huxley St	1	Columns identified as urgent	Condition Priority being assessed.	
				Total	520

Traffic signals

Signals Structural Maintenance
Site 4027 – Chester Road / Greenbank Lane, Hartford
Site 6190 – Boughton / Hoole Lane, Chester
Site 6229 – Runcorn Road nr Lydyett Lane, Barnton
Site 6101 – Cheyney Rd nr Sydney Rd, Chester
Site 6033 – Love Street / Foregate Street, Chester
Kit for Site 6215 – Damhead Lane / Mill Lane, Neston

Capital Structural Schemes and Principal Bridge Inspections

Structure	Work Required
Principal Bridge Inspections, Divers Inspections, Scour Assessments and Structural Reviews	Principal Bridge Inspections, Divers Inspections, Scour Assessments and Structural Reviews
Bridge Maintenance Cap	Capital Repairs to the Bridges & Retaining Walls - Urgent and essential reactive structural repairs
CB0644 - Par Green	Bridge refurbishment design and works on site
W260 - Pepper St Retaining Wall NW	Structural Repairs to wall
CB0378 - Gowy Bridge	Concrete Repairs

Streetworks

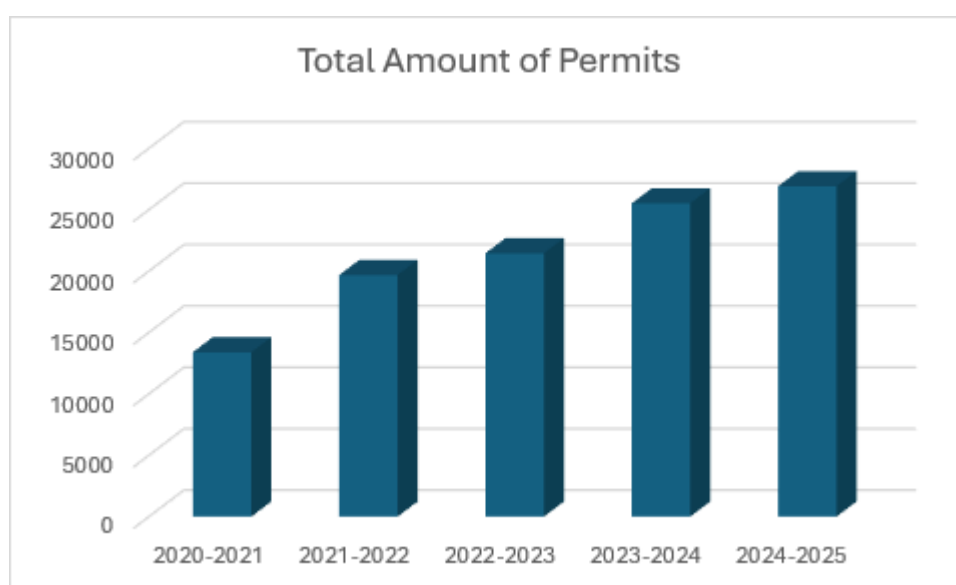
The Traffic Management Act 2004 and The Traffic Management Permit Scheme (England) Regulations 2007 give local authorities the powers to design and operate a permit scheme to improve the management of work in the street undertaken by work promoters which include highway authorities and utilities companies. Permit schemes were introduced with the aim of minimising disruption from street and road works; Cheshire West and Chester has been operating a successful permit scheme since 2015.

Within a Permit Scheme, those responsible for road and street works are required to apply for permission before they start any work on the highway. Permit schemes are designed to provide for better co-ordination of all work on the highway network and ensure that disruption to communities and road users is reduced.

Please find some data below regarding the permit scheme performance

Permit Applications

Financial Year	Total Amount of Permits	Total Amount of Days Occupation
2020-2021	13389	159621
2021-2022	19672	88005
2022-2023	21450	86034
2023-2024	25513	98873
2024-2025	26900	89576



Section 74 Overstay

Financial Year	Total Amount of S74s Issued	Number of Days in overstay
2020-2021	Street Manager information is not available	
2021-2022	Street Manager information is not available	
2022-2023	365	575
2023-2024	409	690
2024-2025	411	1201

Fixed Penalty Notices

Financial Year	Number of FPNs Issued
2020-2021	1996
2021-2022	2917
2022-2023	2772
2023-2024	4151
2024-2025	1870

Inspections

Inspections	2020/21	2021/22	2022/23	2023/24	2024/25
Category A	436	752	748	672	731
Category B	463	764	806	833	841
Category C	483	736	802	783	759
Conditions	987	1226	934	736	654
Follow up completion	206	224	185	315	241
Joint site visit	307	485	444	179	30

Routine	441	592	397	325	350
Site occupancy	7375	9927	9581	6375	10222
Third party	15	39	30	30	14

Climate change, resilience, and adaptation

Surface water is an increasing risk to the highway surface and in areas at flood risk we are working with landowners to reduce surface water runoff which includes Natural Flood Management.

In rural areas where siltation of gullies is an issue, we have discussed changing farming methods to reduce the amount of runoff.

Our new highways design code will look to encourage street suds on new developments including rain gardens and tree pits to deal with surface water runoff in a more sustainable manner.

We continue to explore options to reduce our energy consumption, including adaptive lighting control and renewable energy options such as solar street lighting where appropriate.