Local Highways maintenance transparency report 2026

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

A1 – What we are responsible for maintaining

Bolton's roads, footways and associated highway assets are vital to supporting economic growth, access to services and everyday journeys. Bolton Council manages all its highway assets which comprise:

Asset Type		Size
Carriageways,	*length*	630 miles
Footways,	*length*	872 miles
Cycleways,	*length*	18 miles
Highway Structures,	*number*	360
Streetlights,	*number*	36,209
Road Gullies,	*number*	65,500

We are committed to preserving these assets in a safe, serviceable, and efficient condition. Maintaining a large and diverse highway network presents challenges including ageing infrastructure, increasing traffic demand, severe weather events and rising maintenance costs. However, targeted investment, preventative maintenance programmes and asset management planning have helped improve network condition and resilience in recent years. By focusing investment where it delivers greatest long-term value, Bolton continues to improve safety, resilience and customer outcomes.

A2 – Road conditions in Bolton

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	4 %	14 %	82 %
2024	2 %	13 %	85 %
2025	2 %	13 %	85 %

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	4 %	14 %	81 %
2024	3 %	15 %	82 %
2025	2 %	16 %	81 %

A2.3. U roads

Year	Percentage of road in red category
2023	32 %
2024	21 %
2025	34 %

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 2020, Bolton Council has supplemented government funding through its capital investment programme, spending an additional £10M, enabling significant additional investment in roads and footways. This sustained approach has contributed to improvements in the condition of many parts of the network. Annual condition surveys provide the evidence base for investment decisions and ensure funding is targeted where it delivers the greatest benefit. Changes within unclassified road condition data can occasionally reflect the nature of visual surveys, however long-term trends continue to support evidence-led prioritisation and investment.

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

A3.1. – What is a pothole?

There is no agreed definition on what a pothole is, but we regard a hole or depression in a surface more than 40mm in depth to be a pothole. At designated pedestrian crossings a depth of more than 25mm is regarded a pothole.

Bolton developed rapidly in the 19th century, when most of our highway network was created, therefore many of the older roads are not built to standards that would be expected of a newly constructed highway today. A consequence of this is they are susceptible deterioration from structural defects which in turn leads to surface cracking where water can enter the surface layer. The major contributors to the formation of potholes include the ingress of water, winter freeze-thaw cycles and inadequate drainage. Severe winter weather causes significant damage to local roads. Often, we see a significant increase in the number of potholes in the winter months.

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

During 2025/26 Bolton Council estimates that it repaired 7,746 potholes. While reactive repairs remain important, our long-term strategy is to prevent potholes from forming through targeted preventative maintenance and timely intervention. Treatments such as surface dressing, asphalt preservation and micro-asphalt help seal surfaces, prevent water ingress and extend asset life. Wherever it is safe and practical to do so, permanent first-time repairs are prioritised to reduce repeat visits, minimise disruption and deliver better value for money.

There will be occasion when the Council undertakes a temporary repair to ensure that a defect is made safe until a more permanent solution can be delivered. Whilst we understand the dissatisfaction created, the reasons for making a temporary repair are often:

- To quickly remove the risk to the public whilst other repair options are considered.
- The need for planned traffic management.
- To buy time until specialist machinery can undertake a permanent repair.

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

We endeavour to make reporting of highway defects by the public easier and more accessible. We provide reporting facilities through our website as well as via email, and by telephone through our customer service desk.

You can report highway defects online at the following links:

Potholes, road and pavement problems – Bolton Council

Report It - Bolton

When reporting online the enquirer will also receive an email update on any actions we propose when a highway inspector has assessed the defect.

Alternatively, you can send an email to streetcare@bolton.gov.uk or
Telephone: 01204 336600

A3.4. What happens after a pothole is reported

Defects are either discovered during street inspections or reported by the public. All defects are assessed by a Highway Inspector who decides whether the defect requires repair; if a repair is necessary the inspector will decide on what works are required and how urgent the works are, they will also allocate a response time within which the repair is to be done.

Response times vary based on a risk assessment of the defect, they are; 2 hours, 24 hours, 14 days, and 28 days. Sometimes the defect is selected to be repaired during planned works at a future time.

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	£ 11,318,195	£ 13,766,900	£ 15,189,194
Of which spent on:			
Carriageways	£ 6,683,335	£ 8,330,780	£ 9,774,931
Footways	£ 1,056,932	£ 1,071,200	£ 922,750
Structures (for example bridges or tunnels)	£ 1,010,097	£ 1,560,339	£ 1,913,113
Drainage	£ 719,309	£ 730,650	£ 684,400
Street lighting - maintenance	£ 818,867	£ 1,010,156	£ 826,600
Gritting	£ 760,173	£ 824,598	£ 826,900
Other assets	£ 269,482	£ 239,177	£ 240,500

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	£ 6.93 M	£ 7.98 M	£ 10.36 M
Additional highways maintenance funding provided by the Council or third parties	£ 4.39 M	£ 5.79 M	£ 4.83 M
Total	£ 11.32 M	£ 13.77 M	£ 15.19 M

A5 – Our maintenance plans for this year

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

In 2026/27 Bolton Council plans significant investment across the highway network. Approximately 28km of roads will receive reconstruction or resurfacing treatments, while a further 9.32km will receive preventative treatments designed to extend asset life and reduce future pothole formation. Footway improvements, structures maintenance and permanent repair programmes will also improve safety, network resilience and overall highway condition for residents. Details below:

- Carriageway reconstruction - 20 km
- Carriageway resurfacing – 8 km
- Carriageway surface treatments – 9.32 km
- Footway resurfacing – 1.25 km
- Footway surface treatment – 5.8 km
- Bridges & structures maintained – 4 schemes proposed

We shall be contracting in for the full year a team that will be undertaking permanent pothole repairs utilising a Mastic Rubber surface defect repair system. This system utilises recycled aggregate and recycled rubber tyre crumb to repair carriageway defects.

More information on our approved capital programme is available here:

Highway maintenance funding – Bolton Council

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

Below is a link to table listing the roads that are earmarked for planned maintenance works in 2026/27. The table lists the type of work that is planned.

Highway maintenance funding – Bolton Council

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

Bolton Council prioritises highway maintenance through a data-led asset management approach. Condition surveys, asset data, safety information, inspection findings, claims data and maintenance history are used to direct investment where it delivers the greatest benefit. Lifecycle planning principles help identify the most cost-effective intervention at the right point in an asset's life, balancing preventative maintenance, resurfacing and reconstruction activities to maximise asset life and minimise whole-life costs. When formulating a programme of works we take into account a number of factors to assess whether a candidate scheme is to be included in a capital programme.

Assessment factors for scheme selection include:

- Road Hierarchy
- Condition data
- Accident Data
- Claims Data
- Network Management Data (Utility company forward plans)
- Routine Maintenance Data

- Highway Inspector input

Bolton uses a highway construction framework to secure the procurement of specialist contractors over several years. This approach allows us to deliver works efficiently, achieving economies of scale and consistent delivery standards. It maximises our ability to build long-term collaborative relationships with providers to improve solutions and outcomes.

Transparency report – Technical Annex template

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	£ 3.46 M	£ 4.79 M	£ 5.55 M
Other **DfT** capital funding utilised by local authority for highways maintenance	£ 0	£ 0	£ 6.55 M
Other **Government** capital funding allocated by local authority to Highways Maintenance	£ 0	£ 0	£ 0
Other capital funding allocated to highways maintenance	£ 0.18M	£ 1.19M	£ 0.75M
Total Capital funding allocated to highways maintenance	£ 3.64 M	£ 5.98M	£ 12.85 M

B1.1.2 - Additional information on funding figures

In the financial years 2026 to 2028 there is a proposed additional £6.55M from Greater Manchester Combined Authority (GMCA),included in table B1.1 above, which is sourced from the City Region Sustainable Transport Settlement (CRSTS) which remains subject to approval by GMCA at the date of reporting

We have assumed we will be compliant with the incentive funding criteria and therefore incentive funding will deliver approximately £1.7M additional investment.

B1.2 - Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending condition set out in the 2026–27 local highways maintenance incentive funding requirements. Completion of this section forms part of the evidence required to meet this incentive funding condition.

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£ 7.10 M	£ 9.17 M	£ 11.11 M
Total highways maintenance revenue spend	£ 4.21 M	£ 4.60 M	£ 4.08 M
Total spend	£ 11.32 M	£ 13.77 M	£ 15.19 M

B1.2.2 - Additional information on total spending figures

Highway maintenance spending can be generally split into two types:

• **Capital Expenditure:** This is expenditure on projects that create or improve assets like roads, footways, bridges, and street lighting. Often this is whole or partial renewal of existing assets. Capital funding is provided by both central government grants and the council's own resources, including borrowing.

• **Revenue Expenditure:** This is expenditure on everyday maintenance and reactive repairs, such as; fixing potholes, replacing road markings, street sweeping, emptying gullies and winter gritting. Revenue funding relies primarily on council tax, retained business rates and central government grant.

Some schemes may not be financially complete by the end of March 2027, an allowance in the projected spend has been made for this occurring.

The capital expenditure figures for the year's 2024 / 2025 and 2025 / 2026 shown above include carry over from previous financial years that were completed in that financial year. Consequently, the figures do not align with the Highways Maintenance capital funding allocated through DfT for a particular financial year.

Not included in this report are street lighting energy costs and insurance costs which are not considered as highway maintenance spending. They are, however, a significant portion of our revenue expenditure, last year these amounted to £2.12M and £0.9M respectively.

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	£ 980 k	£ 0	£ 701 k	£ 0
Structural carriageway maintenance	£ 5,584 k	£ 0	£ 7,226 k	£ 0
Planned carriageway **repair / patching** programmes	£ 456 k	£ 0	£ 700 k	£ 0
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£ 0	£ 48 k	£ 0	£ 50 k
Reactive carriageway **repairs / patching** (**permanent repairs**)	£ 0	£ 1,875 k	£ 0	£ 1,637 k
Reactive carriageway **repairs / patching (total)**	£ 0	£ 1,923 k	£ 0	£ 1,687 k
Other *carriageway-related spend*	£ 0	£ 1,064k	£ 0	£ 1,067 k
Total	£ 7,020 k	£ 2,987 k	£ 8,627 k	£ 2,754 k

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

Planned carriageway maintenance generally falls within three types:

1. **Preventative maintenance** - A planned strategy of early, cost-effective treatments applied to protect highway assets, slow deterioration, prevent water ingress, and extend service life. It is used when assets still have remaining life (e.g., green/amber condition), allowing low-cost interventions before defects develop.

2. **Structural maintenance** - Major planned interventions undertaken where preventative treatments are no longer sufficient, to restore or renew the structural integrity of the pavement.

3. **Planned repair or patching -** Repairs of relatively smaller defective areas scheduled as part of planned carriageway repairs or a patching programme.

Reactive carriageway maintenance is unplanned work undertaken in response to defects or hazards that arise unexpectedly, typically identified through safety inspections or public reports. Work is instructed following an inspection by a highway inspector. Generally, we undertake permanent repairs. However, it is necessary in some circumstances to undertake temporary repairs, this may be due to the work being done out of hours or due to the requirement for planned traffic management.

Other carriageway expenditure is spent on: regulatory functions, road markings, inspections, condition surveys, verge management, and winter service (including gritting and snow clearance).

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	10.27 km	15.08 km	11,620 m^2	8,000 m^2	155 m^2
2026-27 projected	9.32 km	28 km	12,000 m^2	3,000 m^2	150 m^2

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.	**Yes**

B2.1.2 – Further information and context

Pothole repairs are not included in the table above. The area of a repair when undertaking urgent temporary repairs is not recorded. We manage 7 million square metres of carriageway and annually we estimate we fill around 8,000 potholes, most of these will be less than 0.25 metre square. This means around 0.03% of our carriageway area receives an urgent repair each year.

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

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 on carriageway	40mm in depth, 25 mm in depth at designated crossing points.	road hierarchy, traffic levels, location in carriageway, claims history	Based on risk assessment; between 2 hours or 1 day	Based on risk assessment; between 14 days or 28 days, or considered for future planned works
Carriageway: Difference in level, open joints, missing blockwork	25mm protruding edge, gaps 40mm wide by 25mm in depth.	road hierarchy, traffic levels, location in carriageway, claims history	Based on risk assessment; between 2 hours or 1 day	Based on risk assessment; between 14 days or 28 days, or considered for future planned works
Carriageway: other defects	Risk Assessed by Highway Inspector to determine whether a repair is necessary	road hierarchy, traffic levels, location in carriageway, claims history	Based on risk assessment; between 2 hours or 1 day	Based on risk assessment; between 14 days or 28 days, or considered for future planned works

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*7,746*

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
This data is not recorded prior to undertaking planned works	This data is not recorded prior to undertaking planned works	775	6,971

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

Most potholes receive a permanent repair. However, some defects need to be repaired quickly to remove an immediate danger, in these circumstances, it is not always possible to undertake a permanent repair due to the absence of formal traffic management and the need to keep a road open. In some cases, potholes are repaired out of hours and after dark when the preparation work necessary for a permanent repair is not always possible or desirable, so temporary repairs are undertaken.

Planned patching and planned structural maintenance are undertaken when a large area of carriageway surfacing has deteriorated. In these cases, it is often just the surface layer that need repairing and the depth of the defect means it does not qualify for being designated a pothole. The planned patching and planned structural programmes do not generally focus on repairing potholes.

The Council does own and operate a 'multi-hog' which has the capacity to plane and sweep a patch repair. The patching team ensure that the Council can be responsive to larger patch repairs and not be reliant on contractor availability.

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)	£ 48	Unit/average cost of a temporary pothole repair on your network (reactive)	£ 62

B3.3.1 - Additional information on pothole prices

Most potholes are repaired during the daytime using hot asphalt material. However, we do respond to urgent pothole repairs out of hours and at weekends. The team that responds to these incidents are only able to undertake a quick patch repair that is considered temporary. They do not have access to hot asphalt, so these patch repairs are undertaken using proprietary bagged materials which are designed so the road can be instantly open to traffic thereby causing minimal disruption to motorists. The proprietary products are expensive and therefore this results in the cost of temporary pothole repairs being more expensive.

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?	**a) Yes** **b) No**
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	**No**
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?	**Planned repairs - Yes** **Reactive repairs - No**

B3.4.5 - Evidence Summary

At Bolton Council temporary and permanent pothole repairs are undertaken by in-house teams. We do not rely on contractors to do urgent works. Therefore, there is no contract where a longevity requirement could be applied.

The supervisor of the pothole repair teams undertakes a check of a sample of work each day to ensure that repair quality is satisfactory.

Most planned patching works are undertaken by a contractor. In this case, the contractor guarantees the repair for a period of one year. A sample check of their work is undertaken each month to ensure compliance and records are kept for quality monitoring purposes.

B3.4.6 - Additional information

When a defect is identified the type of intervention is proposed by a qualified highway inspector. In the case of a pothole, the inspector will mark up the carriageway to be repaired and estimate the size and volume of repair to be made. This enables the repair team to collect the right amount of asphalt before arriving on site.

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

When assessing candidate maintenance schemes, as part of the prioritisation process, we review the type and number of defect reports made by the public and by highway inspectors. Areas which have significantly more defects reported in the preceding years may result in a higher prioritisation.

Defects reported through our website will automatically generate a response to the customers email address to confirm receipt. When the defect has been assessed by a highway inspector, an update is automatically generated by the system software and sent to the customer informing them what action will be taken or whether the defect will be monitored.

B3.5.4 - Tools used for reporting

We accept reports from "Love Clean Streets". However, we encourage the use of our website to report defects which is similar in its design. It is map based and allows users to pick a precise location and then pick from a selection of defects what they want to report.

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	*360*
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	*3*
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	*218*
4.1.4	Number of **General Inspections** carried out in 2025-26	*207*
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	*119*
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*59*

B4.1 Evidence Summary

We use lifecycle planning for highway structures to support investment decisions. Bridge Condition Index (BCI) data derived from the six-yearly Principal Inspection programme and two-yearly General Inspection programme, provides the basis for assessing asset condition, deterioration trends and intervention needs. This information is used to prioritise maintenance, refurbishment and replacement schemes, enabling investment decisions to be made strategically and proactively to minimise whole-life costs, extend asset life and maintain network safety and resilience.

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

The questions in this section (B5.1) relate to the asset management condition set out in the 2026–27 local highways maintenance incentive funding requirements. Completion of this section forms part of the evidence required to meet this incentive funding condition.

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

5.1.2	Please provide a link to your authority's published highways asset management policy and strategy.
	Bolton Council Highway Asset Management Policy and Strategy 2025

5.1.3	Please provide the date it was last reviewed or updated	Date 24/09/2025

5.1.4	Please provide proof of the review or update.
	The Highway Asset Management Plan is approved by the Executive Member for Highways, Transport and Regulatory Services and recorded within committee minutes. The Plan and Strategy are regularly reviewed on a 3-year interval to capture any major changes in related policies. Minor updates may only require informal approval by the Executive Member.
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

B5.1.6 - Further context (optional)

Bolton's Asset Management Policy and Strategy is published here: Bolton Council Highway Asset Management Policy and Strategy 2025

The Executive Member has endorsed the plan and recognises that:

"Highway infrastructure is the most valuable asset owned by the public sector in the UK. The significant levels of funding for the management of this asset are under continuous

scrutiny, with increasing pressure from government and the public for transparency, accountability and more efficient use of the limited resources available.
Infrastructure Asset Management is best practise for demonstrating good stewardship of infrastructure such as highways. It can offer significant cost savings in the efficient management of large networks, which is particularly important when resources are limited and finite."

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	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Partial
Traffic signals	N/A	N/A

5.2.1 - Further context (optional)

Asset management decisions are always supported by appropriate and up to date condition data.

Carriageways, Footways and Cycleways: Annual condition surveys are undertaken for. The whole of the classified road network is surveyed each year, 100% of the unclassified network, and 50% of the footway network.

Structures: All structures receive a basic survey every 2 years. The frequency of detailed surveys to establish condition varies but are generally every 6 years.

Drainage: The location of all highway gullies is known, and we have extensive but incomplete drainage records.

Street Lighting and lit signage: Installations receive a general survey during maintenance visits. We are beginning on a 6-year programme of asset surveys, including structural, electrical and visual surveys.

Traffic Signals: As we are part of the Greater Manchester Combined Authority the traffic signals in Bolton are managed centrally by Transport for Greater Manchester.

B5.3 – Asset data integration and management

This section seeks to understand the maturity of how asset data is managed and integrated to support planning and investment decisions.

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)

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

B5.3.2 - Further context (optional)

For particular asset types we use specialist software designed by market leading companies. In highway capital programming, traffic regulation, drainage and structures management each team uses specialist proprietary software that has been developed to provide the required tools for them to manage that particular service area.

We have examined the use of single data platform but found the solution not to be cost effective when it is required to provide all the tools necessary for each team in our service. Hence, the use of proprietary solutions by individual teams.

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

Bolton Council uses lifecycle planning to support investment decisions when planning carriageway, footway and highway structures maintenance programmes.

Lifecycle Planning is complex and requires an array of information to identify the most appropriate maintenance interventions. Carriageway, footway and bridge condition data provides the basis for assessing asset condition, deterioration trends and intervention needs. This information is used to prioritise maintenance, refurbishment and replacement schemes, enabling investment decisions to be made strategically and proactively to

minimise whole-life costs, extend asset life and maintain network safety and resilience. We use asset specific proprietary software that incorporates lifecycle planning to undertake this task.

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

KPI trends are reviewed annually and directly influence future programme selection, treatment choice, investment priorities and service improvement activity. This ensures maintenance decisions remain evidence-led and risk-based. Monitored KPI's::

Definition	Annual Target
A Roads - Percentage of carriageway where maintenance should be considered.	<5%
B, C and Unclassified Roads - Percentage of carriageway where maintenance should be considered.	<15%
Condition of footways identified for further investigation	<10%
Highway Structures to Maintain BCI_{AV} value of 80	+0-2%
Percentage of Key Route Network (KRN) where maintenance should be considered.	<3%
Number of emergency (category 1) defects repaired / made safe within response times	98%
Inspections of all adopted roads within the inspection frequency	98%
Process all network permit applications within DfT timescales	100%
Accessibility and use of active travel network; PROW and cycle routes	67%

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**	**1.225 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**5.87 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)	**0 km**
	b. Preventative maintenance treatments (in km)	**0 km**

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

Locally we have adopted a footway hierarchy that parallels the Code of Practice, all footways are allocated a category of 1 to 4, with 1 being the busiest and 4 the least used.

The hierarchy is used to establish safety inspection frequencies, and it also influences the response time allocated for correcting an identified defect.

Footway and cycleway condition surveys are undertaken annually; these form the basis of structural and preventative maintenance programmes.

Our preferred preventative treatment for bituminous footways is a micro-asphalt, its application is weather dependent and seasonal, consequently, planned works can be disrupted.

B6.1.7 - Evidence Summary

Vegetation control on footways is undertaken by spot treatment twice each year to prevent the growth of weeds.

Off-carriageway footways and cycleways are not gritted. Some cycleways are kept clear of vegetation where they are on the Rights of Way network.

Occasional gritting of off-carriageway areas is undertaken when operational teams are available, this is usually as a result of other services being suspended during icy weather. The areas gritted comprise; town centre pedestrianised zones, rail and bus station access, pedestrian crossings, main car park access, public building access and priority bus stops.

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	**10 %**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**90 %**
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**
	This is space for additional information on sensors/technologies for remote monitoring – please list technologies used in bullet form, including approximate number of installations. Not Applicable	

B7.1.5 - Evidence Summary

We utilise proprietary software to manage highway drainage which contains mapped asset records, this enables the scheduling of gully cleaning, provides asset data, historic maintenance records and defect recording.

Culvert debris screen inspections and cleaning work orders are managed using an in-house developed phone application using MS forms that allows field reporting.

We do not currently utilise any smart sensors or remote monitoring. We have examined the use of remote monitoring of some priority culvert inlet debris screens. At present the cost of the systems does not warrant the expense considering the risk at these sites.

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

We have gathered extensive drainage asset data. There is a GIS record of highway drainage and where known includes:

- highway drains and manholes
- debris screens
- gully locations
- kerb drains
- swales
- watercourses under highway

Asset information continues to improve through routine operations and investigations.

Gully cleaning wagons are fitted with GPS recording devices that record the location of maintenance activities which integrates with drainage asset management software

We have adopted a risk-based gully cleaning regime; this focuses on the Resilient Network and flooding hotspots. Spatial analysis of flood risk maps using standard GIS software and historic incident data has provided risk scoring and prioritisation.

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

Bolton Council Highways is approved training body by the Institution of Civil Engineers (ICE) and can offer apprentices and trainees a training agreement. The ICE Training Scheme provides them with the structured learning and professional development support needed to get professionally qualified. Staff then continue to maintain and demonstrate professional competence through planned and recorded learning.

Highways have a mandatory training matrix that identifies qualifications required by different roles. The Council supports professional development to ensure that employees maintain, improve and broaden their knowledge and skills, and the development of personal qualities, necessary for the execution of professional and technical duties.

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

Over the last 40 years Bolton Council has partnered with local educators and supported staff to train up to degree level qualifications.

Bolton Council highways department provides a support programme for apprentices, graduates and career starters. We have invested in these routes over many years because we have faced workforce and skills shortages and need to attract the next generation of both operational staff and service professionals. Our apprentices have been recognised at various awards including Apprentice Learner of the Year at Salford College, runner up in the 2024 National Apprentice of the Year DfT LCRIG awards and receipt of a 2025 DfT Apprentice of the Year award. The Council presently has 5 apprentice opportunities in the process of recruitment for September / October 2026.

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.	**Nov 2024**
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	**Yes – known informally**
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	**Yes**
	- Natural flood management / SuDS	**Yes**
	- targeted slope / ground stability / landslip mitigation	**No**
	- Heat-resilient materials or surface treatments	**No**
	- Tree planting / shading for heat management	**No**
	- Other (please specify)	N/A
	- 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.	**No**
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	**Yes**

B9.1.8 - Evidence Summary

Climate resilience considerations are embedded within maintenance planning, drainage investment, flood-risk prioritisation and network resilience reviews. Bolton continues to adapt maintenance strategies to address the increasing frequency of severe weather events and seeks opportunities to reduce carbon impacts through innovation and sustainable asset management. Examples include:

- Greater Manchester Resilient Network – a regionally defined network.
- New gully cleaning strategy with focus on flooding hotspots, the frequency of visits based on risk data.
- All new adopted highways are required to include Sustainable Drainage Systems controlling surface water run-off, reducing the impact of downstream flood risk.

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

Some newly constructed roads have now incorporated grassed swales alongside the footway. These have the ability to improve water quality by intercepting pollution and allow the disposal of light rain to ground which reduces flood risk.

The gully cleaning regime is risk based with an increase in frequency of twice per year in areas at risk of flooding. The Highway Authority worked with Local Flood Authority staff to analyse data and produce risk scores.

Geohazards, such as slope and ground stability, are not significant in the area, we are aware of one location where there is infrequent land instability following prolonged rainfall. The impact on the road network is minor, so it is currently monitored when active.

Scour (erosion around foundations caused by flowing water) is considered the leading cause of bridge failures and is becoming more significant as extreme rainfall events increase. Bridges with supports within watercourse receive more frequent underwater inspections and scour assessments. Erosion protection works have been implemented as a result of assessments.

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

Bolton Council are an active member of Local Council Roads Innovation Group (LCRIG) across several groups and colleagues attend the Innovation Festival and Annual Conference. Learnings have been taken away and implemented.

The procurement model the authority has chosen is a series of framework contracts for the provision of particular services, each lasting 4 years. The pre-qualification questionnaire includes the assessment of use of innovation by contractors. We take opportunities where appropriate to collaborate with contractors and product suppliers to take innovative approaches to highway maintenance delivery.

In 2020 Bolton Council was the first authority in the North West to utilise Rubber Modified Asphalt (RMA). Rubber Modified Asphalts incorporate recycled rubber from old tyres and is only available as a warm mix, it is one of the surfacing options with the lowest carbon footprint. It is now commonly used throughout the region. This was achieved through collaborative discussions with our framework contractors and the desire to look at innovative ways to reduce the carbon footprint of schemes.

B10.1.5 - Further context on your innovation activities

Since 2015 we have had extended trials of various pothole repair techniques including Thermal Patching, Insitu recycling pavers, and a patch planer by in-house staff. Following a review of productivity, we now contract in a Rubber Mastic Asphalt patching team and retain a patch planer in house.

We are trialling the use of solar powered street lighting within urban areas and now have 50 installations. We have already recognised large cost savings on installation due to the absence of cable laying. The lighting has had positive feedback so far and is suitable for locations where there is no easily available power supply, they also provide long term carbon savings.

We will be trialling the use of drones to undertake bridge inspections and the use of Artificial Intelligence systems to check bridge assessment calculations.

Bolton Council are the first Council to trial PaveVent an innovative product that will reduce water pressure within carriageway construction with the aim of reducing potholes reforming.

10.2 – Examples of innovations that have been adopted

Bolton Council was the first in the North West to trial the use of warm mix RMA in 2015 to resurface a whole street. This was done to explore new and innovative ways of reducing the carbon footprint of resurfacing schemes in line with our ‘net-zero carbon’ pledge. We have continued to use this surfacing option which has led to significant carbon savings. The rapid cooling and early trafficking characteristics of the warm mix material mean that roads can be resurfaced and reopened quickly, minimising disruption to local residents.

Solar powered streetlights are likely to be adopted for low-light demand areas within the urban area due to the low cost of installation and ease of deployment.

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?	**No**
11.1.5	Have you conducted a traffic sensitive review in the last three years?	**Yes**

11.1.6 - Evidence Summary

When utility works are on site, our team of inspectors carry out routine and sample inspections to check that reinstatements are undertaken correctly and completed to an adequate standard. These inspections verify that utility companies comply with regulations and standards for returning the road to its original state after works have been completed.

A report was taken to the Bee Network Committee (BNC) in July 2025 to endorse proposals for a Greater Manchester Lane Rental scheme. Transport for Greater Manchester (TfGM) have employed consultants to look into a Lane Rental scheme and are currently working with all Greater Manchester local authorities to seek approval to go to consultation on a scheme.

The Greater Manchester Road Activity Permit Scheme (GMRAPS) 12-year review is currently being drafted to be published during Quarter 2 of 2026/27.

A traffic sensitive review has been carried out for the whole of Greater Manchester, and the results have been approved by all ten Greater Manchester local authorities. TfGM are dealing with this on our behalf, and the notice is due to go out Quarter 2 of 2026/27.

B11.1.7 - Further context

Bolton Council is part of the Greater Manchester Road Activity Permit Scheme (GMRAPS). This provides consistency and a joined-up approach to co-ordination in the Greater Manchester region. Anyone wishing to undertake roadworks must apply for a permit, which allows us to assess their plans, direct timings and even add conditions to minimise the disruption to the travelling public. GMRAPS is intended to make coordination more effective between Permit Authorities, Transport Authorities, Bridge Authorities, National Highways and other highway authorities bordering Greater Manchester.

Furthermore, to reduce the risk of newly resurfaced roads from being dug up we also notify utility companies before we start to see if they have planned works, which can be undertaken before ours.

B12 – Managing highways maintenance contracts effectively

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	**Yes**
12.1.2	Do you routinely analyse actual unit costs (for example £/m² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	**No**
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?	**Not Applicable**
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?	**Not Applicable**

12.1.5 - Evidence Summary

Bolton Council use in-house staff to deliver urgent minor works and pothole repairs. We also undertake a programme of planned patch repairs using a 'multi-hog' patching team.

We use an external contractor to undertake a planned patching programme using the 'Roadmender' product and were the first Council in the North West to do so. External contractors are also used to undertake structural maintenance.

We do not use a contractor for core maintenance activities and therefore contractor unit costs are not benchmarked.

The planned patching programme is actively monitored by in-house staff, but it does not have any KPI's attached.

B12.1.6 - Further context

The Greater Manchester Combined Authority operates a Highways Asset Management Group for the ten GM authorities, this is a forum where benchmarking and KPI's can be compared between the ten authorities.