



Telford & Wrekin  
Co-operative Council

Protect, care and invest  
to create a better borough

# Annual Local Highway Maintenance Transparency Report

Annex A

June 2025

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## 1.0 Introduction

This document has been produced by Telford & Wrekin Council to support the annual submission to the Department for Transport (DfT) as part of the Local Highway Maintenance Funding 2025/26 incentive funding requirements. The purpose of this report is to provide a transparent, structured account of the council's current highway asset management processes, maintenance investment, performance monitoring, and forward planning.

It has been designed to meet Annex A requirements of the incentive fund guidance. The information presented reflects local priorities, approach to risk-based efficient delivery of highway maintenance, and our alignment with national codes of practice, including Well-Managed Highway Infrastructure.

This report includes summary data on network condition, maintenance expenditure, public engagement, innovation, and climate resilience.

As well as meeting DfT reporting requirements, it also serves to improve transparency for the council's stakeholders, elected members, and residents. By clearly setting out how the council manage, maintain, and invest in the highway network, it provides a consistent and evidence-based account of the activities and priorities, supporting ongoing accountability and engagement.

## 2.0 The Highway Network

This section provides a summary of the approach to highways maintenance, investment, and performance. It is intended to satisfy the DfT's Annex A requirements and demonstrates how the highway network is managed and maintained in line with national guidance and local priorities.

The table below shows the current lengths of highway, footways, public rights of way and cycleways maintained by the authority.

| Lengths of highway, footways, PROW and cycleways (km) |               |         |             |          |                            |           |
|-------------------------------------------------------|---------------|---------|-------------|----------|----------------------------|-----------|
| A Road                                                | B and C roads | U roads | Total Roads | Footways | Other Public rights of way | Cycleways |
| 110 km                                                | 330 km        | 525 km  | 965 km      | 352 km   | 555 km                     | 211 km    |

**Table 1 – Lengths of routes**

## 2.1 Wider Assets and Structures

In addition to carriageways and footways, Telford & Wrekin Council is also responsible for a number of other highway assets, including:

- Retaining Walls, bridges and other structures
- Vehicle Restraint Barriers
- Street lighting columns - over 24,000 which includes mains and solar powered lighting
- Traffic Signals - 123 sites
- Drainage Gullies - 36,000 that are regularly inspected and maintained using a risk-based approach
- Grit Bins - 766 bins located across the borough.
- Traffic signs, bollards and barriers

## 3.0 Highways Maintenance Spending Figures

The table below sets out capital and revenue spending on highway maintenance over the last five years (2020/21 – 2025/26), including the split between preventative and reactive activities.

| Year                | Capital allocated by DfT (£000s) | Total Capital spend (£000s) | Revenue spend (£000s) | Estimate of % spent on preventative maintenance | Estimate of % spent on reactive maintenance |
|---------------------|----------------------------------|-----------------------------|-----------------------|-------------------------------------------------|---------------------------------------------|
| 2020/21             | £6,686                           | £16,516                     | £4,202                | 80%                                             | 20%                                         |
| 2021/22             | £5,527                           | £11,395                     | £3,815                | 75%                                             | 25%                                         |
| 2022/23             | £5,527                           | £10,357                     | £3,894                | 73%                                             | 27%                                         |
| 2023/24             | £6,571                           | £12,029                     | £4,044                | 75%                                             | 25%                                         |
| 2024/25             | £5,804                           | £7,893                      | £4,028                | 66%                                             | 34%                                         |
| 2025/26 (projected) | £13,108                          | £15,108                     | £4,213                | 78%                                             | 22%                                         |

**Table 2 – Highways Maintenance Spending**

### 3.1 Additional Information on Spending

In 2025/26 financial year, Telford & Wrekin Council have allocated capital and revenue funding to a mix of preventative and reactive maintenance, with a strategic focus on increasing the proportion allocated to planned, cost-effective works.

Since 2020/21, preventative maintenance accounts for approximately 75% of total spend. This includes reconstruction, resurfacing, micro-surfacing, surface dressing, surface treatments (seal sprays, rejuvenators, micro-asphalt and slurry seal), machine lay carriageway patching, and joint sealing programmes, signing/lining improvement programmes on the A, B, C and U road networks.

In addition, a number of structures received preventative works such as joint sealing, painting, deck waterproofing or parapet strengthening as part of a proactive asset lifecycle approach.

Reactive maintenance accounts for 25% of total spend. This spend primarily covers pothole repairs, urgent carriageway and footway defect response, safety-related street lining, signing repairs, and gully cleansing. Over the past five years, the estimated number of potholes repaired is provided in Table 3, with an average of approximately 2,850 per year.

The balance between preventative and reactive maintenance is determined using a combination of condition data (e.g. SCANNER, visual survey, routine scheduled highway safety inspections), annual performance reviews, and local member and resident feedback. An ongoing priority is to transition the profile of spend towards planned preventative work, supported by life-cycle planning outputs in the Highways Asset Management Plan, as a preventative maintenance strategy prolongs the life of pavement surface course layers and protects the original capital investment on these assets.

## 4.0 Potholes Repaired

The table below provides an estimate of the number of potholes repaired over the last five years. This does not include any repairs undertaken as part of a patching or resurfacing schemes and relates only to minor reactive maintenance works.

| Estimate of number of potholes repaired |         |         |         |         |
|-----------------------------------------|---------|---------|---------|---------|
| 2020/21                                 | 2021/22 | 2022/23 | 2023/24 | 2024/25 |
| 3,167                                   | 2,884   | 2,534   | 3,155   | 2,542   |

**Table 3 – Number of potholes repaired**

## 5.0 Condition of Local Roads

Details of the condition of the roads within Telford and Wrekin is detailed below along with further context to support the data.

### 5.1 A Roads

|      | Percentage of A roads in each condition category |             |       |             |       |             |
|------|--------------------------------------------------|-------------|-------|-------------|-------|-------------|
|      | Red                                              |             | Amber |             | Green |             |
| Year | %                                                | Length (km) | %     | Length (km) | %     | Length (km) |
| 2020 | 2                                                | 2.2         | 13    | 14.3        | 85    | 93.6        |
| 2021 | 7                                                | 7.7         | 28    | 30.8        | 65    | 71.5        |
| 2022 | 7                                                | 7.7         | 22    | 24.2        | 71    | 78.1        |
| 2023 | 7                                                | 7.7         | 29    | 31.9        | 63    | 69.3        |
| 2024 | 7                                                | 7.7         | 32    | 35.2        | 61    | 67.1        |

**Table 4 – A Road condition data**

All A roads are surveyed annually. Prior to 2021 SCANNER technology was used to survey all roads, from 2021 the methodology changed to Actual Engineer Inspection (AEI) surveys. Further detail and justification for changing technologies is outlined section 5.4.

### 5.2 B & C Roads

|      | Percentage of B and C roads in each condition category |             |       |             |       |             |
|------|--------------------------------------------------------|-------------|-------|-------------|-------|-------------|
|      | Red                                                    |             | Amber |             | Green |             |
| Year | %                                                      | Length (km) | %     | Length (km) | %     | Length (km) |
| 2020 | 4                                                      | 13.2        | 21    | 69.3        | 75    | 247.5       |
| 2021 | 2                                                      | 6.6         | 18    | 59.4        | 80    | 264         |
| 2022 | 3                                                      | 9.9         | 16    | 52.8        | 81    | 267.3       |
| 2023 | 5                                                      | 16.5        | 26    | 85.8        | 69    | 227.7       |
| 2024 | 5                                                      | 16.5        | 31    | 102.3       | 64    | 211.2       |

**Table 5 – B & C Road condition data**

All B&C roads are surveyed annually. Prior to 2021 SCANNER technology was used to survey all roads, from 2021 the methodology changed to AEI surveys. Further detail and justification for changing technologies is outlined section 5.4.

### 5.3 U Roads

| Year | Percentage of U Roads in the Red category |
|------|-------------------------------------------|
| 2020 | 5 %                                       |
| 2021 | 5 %                                       |
| 2022 | 6 %                                       |
| 2023 | 6 %                                       |
| 2024 | 6 %                                       |

**Table 6 – U Road condition data**

25% of U roads are surveyed annually which delivers a full network survey over a four year period in accordance with DfT requirements. Prior to 2021, SCANNER technology was used and surveys are now completed through AEI surveys. Further detail and justification for changing technologies is outlined below section 5.4.

### 5.4 Road Condition Assessment

In 2021, Telford & Wrekin Council reviewed the approach to highway condition surveys and moved from traditional survey methodology to Annual Engineer Inspection (AEI) surveys. This change in approach is in accordance with DfT support for local authorities to explore use of different technologies in highway condition survey.

The AEI is a network-level outcome based visual survey conducted by qualified highway engineers. Unlike SCANNER surveys, which assess road condition in 10-metre sub-sections, AEI evaluates entire roads lengths. This approach aligns with how maintenance schemes are planned and delivered providing a holistic and more informed view of investment decision-making.

The AEI survey does carry out a defect identification process to produce a condition index in line with DfT reporting requirements for each road section (not 10m sub sections) which can be categorised into three condition categories (similar to SCANNER):

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

The AEI survey is not only used for reporting Road Condition Indices (RCI) but recommends specific treatment types and extents suitable for the road/surface. These treatment categories include:

- Resurfacing, overlay or thin surfacing and reconstructions
- Preservation surface dressing, micro-surfacing, or rejuvenation treatments
- Revenue patching, joint sealing, haunching works.

This methodology supports lifecycle planning and asset management by identifying cost-effective maintenance strategies. The emphasis on preservation treatments helps prolong the service life of the road network and reduce long-term maintenance costs.

While AEI may indicate a higher proportion of the network in different condition compared to SCANNER, it reflects the holistic, engineering-led evaluation of entire lengths of road. This provides a more accurate representation of maintenance needs and aligns with delivery on the ground. Furthermore, it aligns to the new PAS 2161 survey standards produced by DfT that are coming into effect in 2026/27.

## **6.0 Asset Management**

### **6.1 Overall Strategy**

Telford & Wrekin Council is committed to maintaining and improving the highway network in a sustainable, visible, and preventative manner, aligned with long-term asset management principles. This approach is underpinned by the Highway Infrastructure Asset Management Strategy, which seeks to optimise investment, minimise whole-life costs, support carbon reduction, and reduce stakeholder risks.

Where possible, the council applies lifecycle planning to ensure cost-effective maintenance and asset performance over time. This includes condition modelling and forecasting to support investment decisions and maintain service levels.

Annual and forward work programmes are based on robust data collection and condition assessments. Through “Value Management” and “Condition Appraisals”; interventions are prioritised that offer the best value within available budgets. This strategy supports durable, timely repairs that reflect safety, operational needs, and traffic demands.

By adopting this asset management framework, the council aims to deliver the following benefits:

- Enhanced resilience to climate change and weather events
- Better integration with other council services
- Improved procurement and delivery within financial constraints
- Greater stakeholder engagement and understanding of public expectations
- A focus on continuous improvement and efficient use of resources

Asset-Specific Approaches:

- Carriageways: the council prioritises preventative maintenance to treat roads in early deterioration stages, extending asset life and delaying the need for costly structural work, where applicable in line with lifecycle planning and condition projection modelling.

- Footways & Cycleways: Works are prioritised based on condition, location, risk, and funding. Preventative maintenance is prioritised for bituminous footways; paved surfaces undergo structural renewal when needed.
- Bridges & Structures: Maintenance is guided by inspection data and lifecycle plans to maximise budget value and ensure network resilience long term.
- Drainage: Gully maintenance is delivered through a risk-based approach ensuring frequent attention to flood-prone areas. Maintenance is prioritised to protect property and maintain network function.
- Street Lighting: A central system monitors performance, supported by electrical and structural testing to inform a planned replacement programme.

## **6.2 Best Practice, Innovation & Efficiency**

Telford & Wrekin Council is committed to embedding best practice, innovation and efficiency throughout its highways service. A risk-based approach is taken across a range of core activities, including highway safety inspections and drainage maintenance programmes, ensuring that resources are prioritised effectively and outcomes are proportionate to risk. The operational philosophy is driven by “right first time” delivery and a “prevention is better than cure” approach, helping to reduce repeat visits and extend asset life.

A recent network realignment review has been completed that has been supported by a review of the highway network hierarchy; this is to reflect current use and strategic importance. Scheme selection and prioritisation is underpinned by robust value management processes. The council actively engages in regional and national benchmarking groups/forums alongside participation in professional development events, both in-house and externally, to stay aligned with the latest industry guidance, best practice and innovation.

The council is specifying and using a range of advanced materials and treatments to drive carbon reduction and cost efficiencies. This includes Warm Mix Asphalts (WMA), poly-modified materials for enhanced resilience in extreme weather and cold lay asphalt for responsive emergency patching. The council is also trialling and deploying low-carbon innovations, including Elastomac treatments, a low-carbon no waste material for pothole repairs and low carbon grouted macadam surfacing material on suitable improvement schemes.

Sustainability is further enhanced through the winter salt storage barn with integrated water capture technology. Lean principles are embedded across teams to improve efficiency with contractor performance actively monitored through a suite of KPIs. Regular coordination meetings with street works stakeholders are undertaken to minimise disruption from third-party and internal works. Work is currently ongoing regarding the introduction of a lane rental strategy to reduce occupation on high-impact routes. These measures collectively support a more resilient, sustainable, and cost-effective highways service for the council.

### 6.3 Specific Plans for 2025/26

Details of planned works is available on the council's website – [www.telford.gov.uk/pride](http://www.telford.gov.uk/pride). More specific detail on the planned footways and carriageway works is provided below.

| Activity                          | 2025/26 |
|-----------------------------------|---------|
| Carriageway resurfaced (km)       | 5.2     |
| Carriageway preserved (km)        | 12.6    |
| Patching (m2)                     | 6000    |
| No. of Potholes filled (estimate) | 2500    |
| Footways improved (m2)            | 30,000  |

**Table 7 – Planned Improvement works**

### 6.4 Split of Works: Preventative vs Reactive

| Work Type          | Estimated Proportion |
|--------------------|----------------------|
| Preventative Works | 78%                  |
| Reactive Works     | 22%                  |

**Table 8 – Preventative vs Reactive**

## 6.5 Streetworks Co-Ordination

The council recognise that roadworks, whether undertaken by the council or third parties, can be disruptive to residents, businesses, and road users and there is a focus on minimising disruption, improving coordination, and enforcing compliance through strong planning and regulations.

Since implementing the Permit Scheme in 2016, the council has actively promoted coordination, collaboration, and compliance in line with the Permit Scheme and the Specification for the Reinstatement of Openings in Highways which has resulted in improved compliance by undertakers that has ultimately reduced the impact on the public and future maintenance costs of the highway network.

The council continues to collaborate closely with other highway authorities to promote consistency and best practice within the Streetworks team, statutory undertakers and partner Contractors and will continue to engage proactively with Street Manager and utility companies to stay informed on legislative changes, contribute to consultations on new Codes of Practice and regulations, and explore emerging opportunities such as Lane Rental.

## 6.6 Climate Change, Resilience & Adaptation

Telford & Wrekin Council is committed to reducing the carbon footprint of highway maintenance activities. This section outlines the actions that are being taken across materials, fleet, energy usage and the supply chain to support the commitment to decarbonisation highway operations.

Some areas of focus include:

| Area of Decarbonisation                    | Notes                                                                                                                                                   |
|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Materials                                  | Use of warm mix asphalt and Elastomac and the delivery of low carbon surfacing schemes.                                                                 |
| Recycled or circular materials             | Monitoring the use of materials that can be recycled and what is being sent to landfill with a target of 98% of waste being diverted from landfill.     |
| Fleet & site emissions                     | Use of electric vehicles and equipment is now embedded within across the service – including supply chain partners                                      |
| Energy use (e.g. depots, lighting)         | The council has converted 96% of its streetlighting assets to LED reducing energy consumption. Further investment is planned to achieve 100% LED stock. |
| Contractor/supplier Carbon Reduction Plans | Working with supply chain partners to ensure robust Carbon Reduction Plans are in place                                                                 |

| Area of Decarbonisation                        | Notes                                                                                                                                                                                                 |
|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                | that align with the council's climate action plan targets.                                                                                                                                            |
| Increasing the use of preventative maintenance | It is the long-term aim to ensure preventative maintenance is prioritised to ensure the life of assets are maximised and therefore reduce the need to high costs and high carbon maintenance schemes. |

**Table 9 – Carbon Reduction Activities**

The increased impact of climate change on the highway network is recognised and the council is committed to building resilience and adapting in response to this challenge, as outlined below.

| Risk Area / Impact                     | Resilience Measures in Place                                                                                                                                                                                                                                                                                                              |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Flooding                               | Gully prioritisation, mapping of underground drainage assets, moved to risk-based approach and roll out of a gully sensor trail.                                                                                                                                                                                                          |
| Asset deterioration from heat/drought  | Reviewing the use of materials and considering new technologies and trials.                                                                                                                                                                                                                                                               |
| Structure Instability                  | The more frequent and severe flooding puts pressure on various structures, particularly in Ironbridge Gorge where there are global stability issues. An enhanced regime of inspections has been implemented to allow this risk to be monitored and managed.                                                                               |
| Winter service & weather extremes      | Replacement of salt barn to allow the council to hold resilient levels of salt. A review of the winter service is underway to ensure it is suitable to meet the current demands.                                                                                                                                                          |
| Coordination with LRF or climate teams | The council has a Climate dedicated Climate Change and Sustainability team that has implemented a climate action plan and are also developing a climate adaptation plan. In addition to this, regular liaison with the Local Resilience Forum to ensure plans are in place to support the challenges that are impacted by climate change. |

**Table 10 – Climate resilience and adaptation measures**

## 6.7 Climate Change – Additional Information

Telford & Wrekin Council declared a Climate Emergency in 2019. In doing so, it committed to achieving carbon neutrality across its controlled operations and activities by 2030. This declaration has guided a range of strategic initiatives, including the development of the Climate Change Action Plan 2025; this includes actions for the highway service to decarbonise activities across service delivery.