

Highways maintenance transparency report

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Transparency report

How we maintain local roads, pavements, and the wider highway network in Solihull Metropolitan Borough Council

A1 – What we are responsible for maintaining

Solihull's highways network comprises of 985 kilometres of carriageway, with the unclassified network accounting for approximately 69% of the total highway's carriageway length.

The footway and cycle network length is approximately 2,021 kilometres. The Council does not maintain trunk roads or motorways which are the responsibility of National Highways.

The overall breakdown of road length by classification is below:

Carriageway Network

Road Classification	Length
A Roads	120 km
B & C Roads	185 km
Unclassified Roads	680 km
Total	985 km

Other Highway Assets

Asset	Approximate Quantity
Footways and Cycleways	2,021 km
Structures*	600
Drainage assets	40,000
Street lighting	24,000

*including road bridges, footbridges, underpasses, subways, culverts and retaining walls.

Solihull's highway network is estimated to have a replacement value of £1.399 billion. This is the Council's most valuable asset, servicing the borough and regions economic growth. It is imperative that this delivers the required levels of services to users to ensure the efficient movement of people and goods.

Our network is in the heart of the country, with many of the West Midlands economic assets located within the borough boundary. Our network provides vital connections to Birmingham Airport, Birmingham International Station and the National Exhibition Centre, all of which lie within Solihull and are served by the Solihull highway network.

Solihull will also be home to the High Speed 2 (HS2) Interchange Station, making the road network in Solihull one of the country's most strategically important, connecting people and skills to vital labour markets.

A2 – Road conditions in Solihull Metropolitan Borough Council

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
FYE 2023	6%	30%	64%
FYE 2024	3%	29%	68%
FYE 2025	3%	33%	64%

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
FYE 2023	3%	23%	74%
FYE 2024	2%	14%	84%
FYE 2025	1%	14%	85%

A2.3. U roads

Year	Percentage of road in red category
FYE 2023	21%
FYE 2024	21%
FYE 2025	27%

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – Generally Good Condition
- **Amber** – Plan Investigation soon
- **Red** – Plan Maintenance soon

<https://www.gov.uk/government/statistics/road-conditions-in-england-to-march-2025>

A2.4. - Additional information on carriageway condition

From 2026/27, a new road condition reporting methodology based on BSI PAS 2161 will provide a more detailed and consistent assessment of England's classified road network.

For the years reported above, independent annual SCANNER surveys have been used to assess road condition. From 2026/27 onwards, we are moving towards continuous Vaisala

monitoring for all roads, using mobile technology and AI to provide greater granularity, improved network coverage and more frequent, timely condition data.

Vaisala will therefore become our preferred method of road condition monitoring from 2026 onwards, supporting a more proactive and evidence-based approach to highway asset management and investment planning.

Our assessment combines:

- **SCANNER:** Laser-based surveys have historically been undertaken annually to identify surface defects and potential maintenance requirements.
- **Vaisala:** AI-enabled surveys providing continuously updated, RAG-rated condition information.
- **Visual Inspections:** Independent assessment of unclassified roads and potential maintenance needs.
- **Highway Safety Inspections:** Routine safety inspections incorporating local knowledge and identification of the five worst-performing roads and footways in each area.

Together, these methods provide a comprehensive evidence base to support targeted, risk-based highway maintenance investment.

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

A3.1. – What is a pothole?

The Council defines a pothole as a carriageway defect measuring at least 50mm deep and 300mm in diameter. Smaller defects may still be recorded and monitored, particularly where they present a risk to highway users.

Carriageway defects are assessed using a risk-based approach¹. This considers the location, the road type and usage, traffic volume, the presence of pedestrians, cyclists or other vulnerable road users, the likelihood and severity of harm, the rate of deterioration and environmental factors.

Response times are prioritised according to risk. Dangerous defects requiring immediate attention may be made safe within 2 hours. Other actionable defects may be categorised for repair within 7, 28 or 90 days, depending on the level of risk identified.

Potholes typically develop when water penetrates cracks in the road surface, weakening the structure through traffic loading and weathering.

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

Solihull Council adopts a proactive, risk-based approach to managing potholes and highway defects, focusing on prevention, early intervention and delivering value for money for residents. Our approach is supported by our Highway Asset Management Policy and Strategy 2024, which prioritises investment in preventative maintenance to extend the life of the highway network and reduce the need for reactive repairs.

¹As promoted in Well Managed Highway Infrastructure – a code of practice 2016 (UKRLG)

During the financial year 2025/26, approximately 2,873 potholes were repaired across the Borough through a combination of routine inspections, customer reports and targeted maintenance activities.

Wherever it is safe and technically appropriate to do so, we prioritise permanent repairs to reduce repeat visits and improve long-term network resilience. Locations experiencing recurring defects are reviewed to identify whether a more substantial treatment, such as patching, resurfacing or preventative treatment, is required rather than continuing with short-term repairs.

Our structural carriageway maintenance includes resurfacing, surface treatments and targeted repairs identified through a combination of annual SCANNER condition surveys, continuous Vaisala AI-enabled condition monitoring, highway inspections and engineering assessments. This enables investment to be targeted at roads showing early signs of deterioration before potholes develop.

All defects are prioritised based on risk, considering factors such as severity, location, traffic volumes, vulnerability of road users and potential safety implications. Whilst our aim is to complete permanent repairs wherever possible, this is not always achievable on the first visit due to factors including weather conditions, network pressures, defect severity and the need to coordinate works efficiently. Where temporary repairs are necessary, these are monitored and followed up with permanent solutions where appropriate.

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

The public can report potholes and other highway defects through the Council's website using online reporting forms. Potholes can be reported directly at [Report a pothole](#)

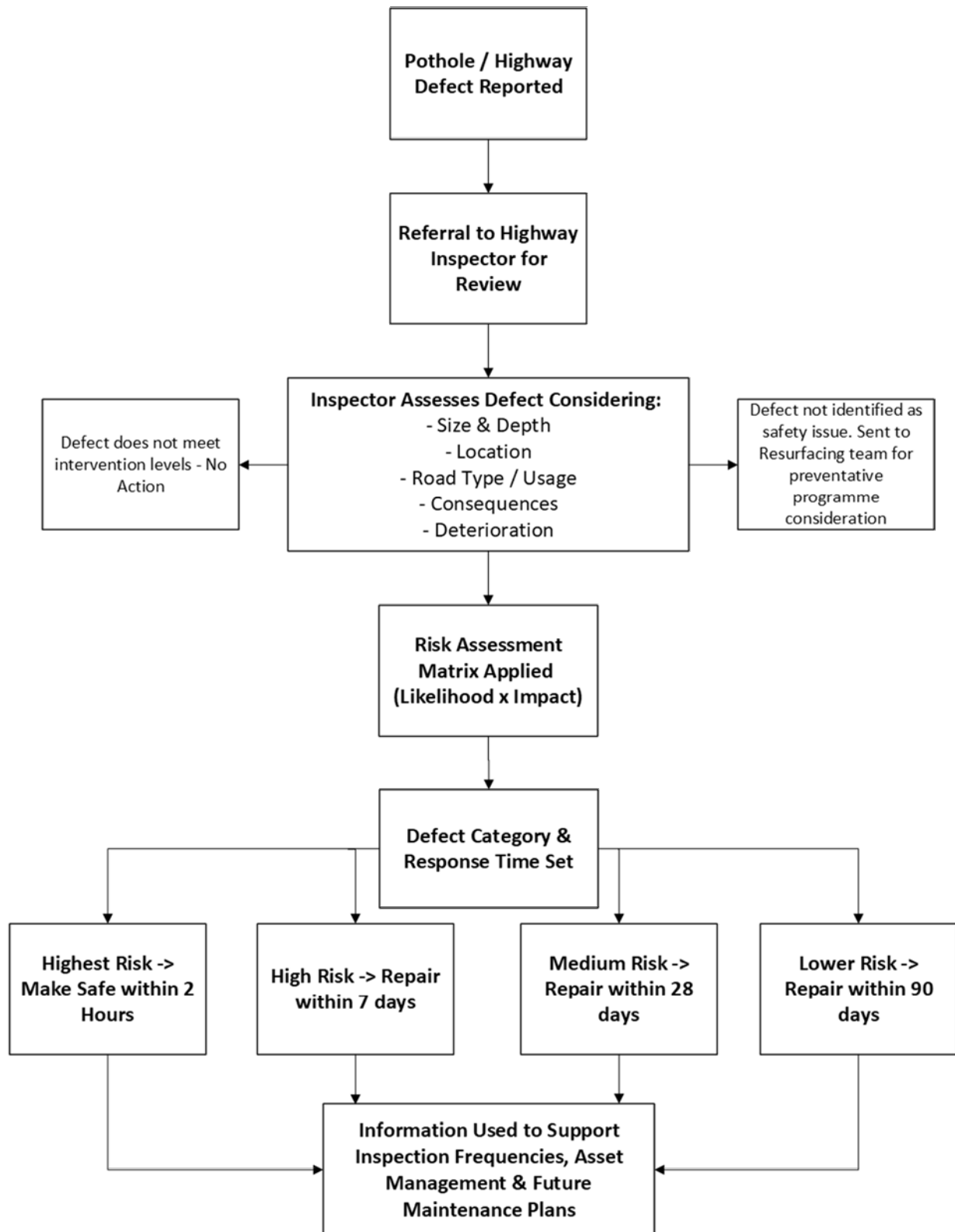
Other defects can be reported through the Council's wider "Report it" page: [Report it | Solihull Metropolitan Borough Council](#)

Where public cannot use the online forms, reports can also be made through the Council's Contact Centre. Contact centre advisors record the information using the Council's internal reporting process and scripts. Reports are then passed to the relevant highway service area for review, risk assessment and prioritisation in line with Highway inspection and maintenance procedures.

A3.4. What happens after a pothole is reported

Following the reporting of a pothole or other highway defect, the information is reviewed and, where necessary, referred to a Highway Inspector for assessment. The Inspector considers a range of factors, including the defect's size, depth and location, the type and usage of the road, the potential consequences of a defect related incident, and the likelihood of further deterioration.

Defects are assessed using the Council's risk assessment matrix, which evaluates both the likelihood of a defect related event occurring and the potential impact should such an event occur. The resulting risk score determines the defect category and the required response timescale. Defects presenting the highest level of risk are made safe within 2 hours. Lower risk defects are prioritised for repair within 7, 28 or 90 days, depending on the assessed defect category. Information gathered through defect reports also helps inform future inspection frequencies, asset management decisions and planned maintenance programmes across the highway network.



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	£11,251,000	£12,719,000	£12,215,000
Of which spent on:			
Carriageways	£5,940,000	£7,511,000	£7,116,000
Footways	£175,000	£246,000	£160,000
Structures (for example bridges or tunnels)	£717,000	£943,000	£1,371,000
Drainage	£942,000	£1,047,000	£1,202,000
Street lighting	£2,503,000	£2,023,000	£1,418,000
Other assets	£974,000	£949,000	£948,000

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£5,558,000	£7,921,000	£7,048,000
Additional highways maintenance funding provided by the Council or third parties	£5,693,000	£4,798,000	£5,167,000
Total (as per the Totals in Table A4.1)	£11,251,000	£12,719,000	£12,215,000

Evidencing that Solihull MBC is spending all of DfT's highways maintenance funding on highways maintenance

The above figure of £7.048 million for the projected 2026-27 forecast includes within it all of the value of the DfT's highways maintenance 2026-27 allocation for Solihull MBC which is:

- (i) Incentive funding £1,455,400.87
- (ii) City Region Sustainable Transport Settlements (CRSTS) Highways Maintenance funding (allocated via West Midlands Combined Authority) £3,872,100
- (iii) **Total = £5,327,500.87**

This demonstrates and confirms that the Solihull MBC forecast spending on highways maintenance in 2026 to 2027 is at least the value of Solihull MBC's Department for Transport (DfT) highways maintenance allocation in the 2026 to 2027 financial year.

A5 – Our maintenance plans for this year

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

Carriageway resurfacing: During 2026/27, the Council will deliver a planned programme of carriageway maintenance, renewing approximately 18km of roads through structural carriageway maintenance scheme. These works will focus on improving network condition, reducing future deterioration and supporting a safer, more resilient highway network.

Preventative surface treatments: Approximately 7km of carriageway will receive preventative treatments, including surface dressing and other preservation techniques, extending asset life, prevent defects developing and reduce future maintenance needs.

Footway improvements: Approximately 9km of pavements will be renewed during 2026/27, prioritising areas identified through condition surveys, safety inspections and local intelligence.

Other highway assets: Investment will continue in structures, drainage, street lighting, winter maintenance and highway safety inspections to support a safe and reliable network.

Data-led delivery: Maintenance priorities will be informed by SCANNER surveys, Vaisala AI-enabled monitoring, inspections and engineering assessments, ensuring investment is targeted where it delivers the greatest benefit to residents and road users.

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

The Council publishes details of planned highway maintenance works as part of its three-year plan and including 2026/27 through a dedicated programme table, which identifies the road sections and streets included within the forthcoming maintenance programme, together with the type of treatment planned.

The information includes details of planned carriageway resurfacing, preventative surface treatments, footway reconstruction and other highway improvement works. The programme will be updated as schemes progress and will reflect any necessary changes resulting from detailed design, coordination requirements, inspections or emerging priorities.

The planned maintenance programme can be accessed via the following link which includes all 2026/27 programmed works and some of the 2027/28 which are still being developed:
<https://democracy.solihull.gov.uk/documents/s130390/Appendix%20D.pdf>

Where available, the information provides residents and stakeholders with an overview of planned works across the Borough, enabling users to identify locations, understand the type of treatment proposed and track delivery progress.

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

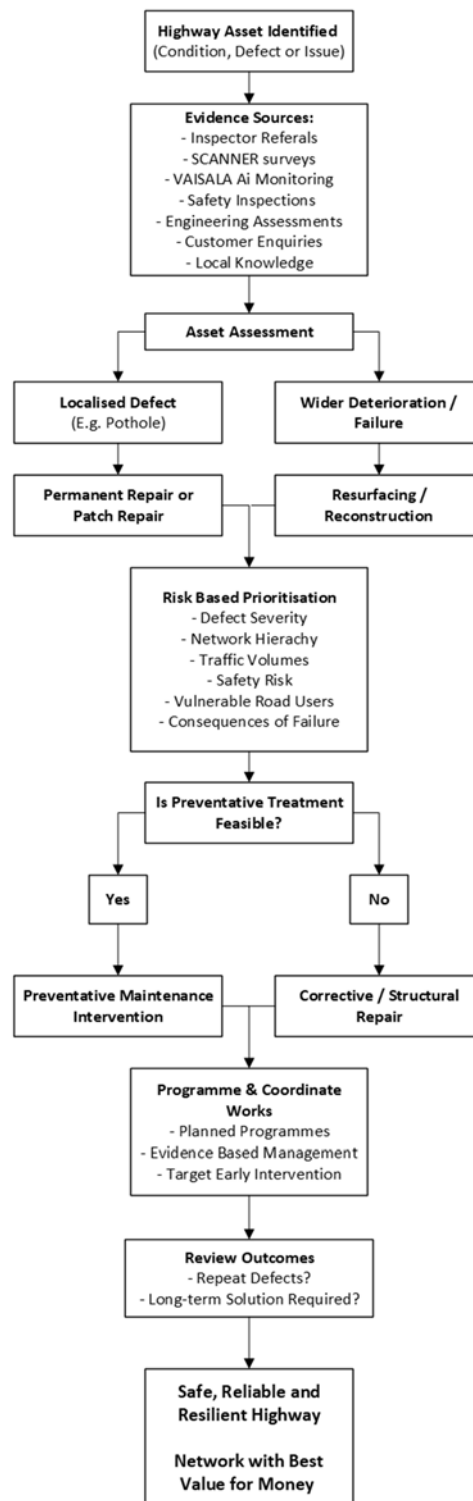
The Council prioritises highway maintenance through a risk-based, data-led approach to ensure investment delivers the greatest benefit for residents and road users. Schemes are identified using a combination of highway condition data, including SCANNER surveys, Vaisala AI-enabled monitoring, safety inspections, engineering assessments, customer enquiries and local knowledge.

Prioritisation considers factors including defect severity, network hierarchy, traffic volumes, safety risk, vulnerability of road users and the potential consequences of failure.

Preventative maintenance is prioritised where possible to extend asset life, reduce future deterioration and provide better value for money.

The Council delivers an efficient service by coordinating works through planned programmes, using evidence-based asset management principles and targeting interventions before more costly repairs are required. Permanent repairs are prioritised where safe and appropriate, with repeat defects reviewed to identify longer-term solutions.

This approach ensures resources are targeted effectively, improving network resilience while maintaining a safe and reliable highway network. The process chart below details the steps we typically follow:



Transparency report – Technical Annex

This section of the transparency report is to provide a more detailed view of your service. It will also need to be published on your website and provided to DfT alongside the core report but does not need to have the same level of prominence on your website as the core report.

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	£4,453,000	£5,158,000	£6,037,000
Other DfT capital funding utilised by local authority for highways maintenance	£735,000	£2,451,000	£963,000
Other Government capital funding allocated by local authority to Highways Maintenance	£370,000	£140,000	£48,000
Other capital funding allocated to highways maintenance	£1,155,000	£501,000	£500,000
Total Capital funding allocated to highways maintenance	£6,713,000	£8,250,000	£7,548,000

B1.1.2 - Additional information on funding figures

The above Highways maintenance capital funding allocated through DfT figures also include carried forward elements from previous years in relation to the City Region Sustainable Transport Settlements Highways Maintenance funding (as this is part of a 5-year funding programme). Increase in total capital funding allocated to highways maintenance in 2025-26 and 2026-27 due to allocation and utilisation of DfT Highways Maintenance incentive funding and additional City Region Sustainable Transport Settlements Highways Maintenance funding.

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
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£6,713,000	£8,250,000	£7,548,000
Total highways maintenance revenue spend	£4,538,000	£4,469,000	£4,667,000
Total spend	£11,251,000	£12,719,000	£12,215,000

B1.2.2 - Additional information on total spending figures

Increase in capital spend in 2025-26 and 2026-27 due to allocation and utilisation of DfT Highways Maintenance incentive funding and additional City Region Sustainable Transport Settlements Highways Maintenance funding.

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	£0	£0	£280,000	£101,000
Structural carriageway maintenance	£4,975,000	£144,000	£4,360,000	£20,000
Planned carriageway repair / patching programmes	£181,000	£290,000	£160,000	£121,000
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£6,000	£191,000	£0	£256,000
Reactive carriageway repairs / patching (permanent repairs)	£0	£222,000	£0	£297,000
Reactive carriageway repairs / patching (total)	£6,000	£413,000	£0	£553,000
Other carriageway-related spend	£572,000	£930,000	£482,000	£1,039,000
Total	£5,734,000	£1,777,000	£5,282,000	£1,834,000

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

The interpretation of Carriageway Maintenance above is that it includes Winter Maintenance activity as well (all of which is included within 'Other carriageway-related spend' along with other items interpreted to be within this category)). In 2025, no preventative surfacing treatments were undertaken due to concerns about the quality and performance of available treatment products and the retendering of the delivery contract.

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	0 km	19 km	7500 m ²	0m ²	0m ²
2026 projected	7 km	18 km	10600 m ²	n/a	n/a

B2.1.1 – additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? If no , please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	Yes
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B2.1.2 – Further information and context

In 2025, no preventative surfacing treatments were undertaken due to concerns about the quality and performance of available treatment products and the retendering of the delivery contract. To ensure value for money and achieve the anticipated asset-life benefits, it was considered inappropriate to proceed until product performance could be validated and a new delivery framework established in accordance with procurement requirements. Contractor availability also presented challenges, with suitable resources not consistently available during the limited seasonal window when weather and ground conditions were optimal. Undertaking works outside these conditions risked compromising treatment quality, durability and long-term performance.

B3 – Pothole repairs

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

B3.1 – Pothole/Defect intervention criteria

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

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
Category 1 – Highest Risk	No fixed dimensional threshold. A defect presenting an immediate or imminent danger, determined through a risk based approach / matrix	Potential for fatal or serious injury; risk of destabilising a vehicle; highway users taking dangerous avoiding action; traffic and pedestrian flows; vulnerable users; road hierarchy; defect position; visibility and likely deterioration	2 hours	Permanent repair within 2 hours wherever practicable. Where only a temporary repair is possible, a permanent repair will be assessed and if feasible it will normally be completed within 28 days or through planned maintenance.
Category 2	No fixed dimensional threshold. Defect assessed as presenting a high likelihood and/or serious consequence of injury or property damage.	Road classification and strategic importance; traffic speed, volume and type; cyclists, motorcyclists and pedestrians; position within the carriageway; visibility; accident or claims history; likelihood of deterioration.	Within 7 days	Within 7 days wherever practicable. If initially made safe temporarily, permanent repair within 28 days or through planned maintenance
Category 3	No fixed dimension threshold. Defect assessed as capable of causing minor injury, a claim or accelerated deterioration of the highway asset.	Network hierarchy; traffic levels; location in the wheel track or cycle path; vulnerable users; visibility; previous complaints and defects; anticipated deterioration before the next inspection	Within 28 days	Within 28 days wherever practicable

Category 4	No fixed dimension threshold. Defect recognised as requiring attention but unlikely to cause injury or materially deteriorate before the next inspection.	Low or moderate traffic and/or pedestrian flows; ability of users to see and avoid the defect; road function; speed; condition of the surrounding carriageway; opportunities to combine with planned works.	No immediate make-safe action normally required	Consider inclusion in a future planned programme of works or monitor at subsequent inspections
Category 5 – Lowest Risk	Defect does not present a material safety or maintenance risk following assessment.	Very low exposure; negligible consequences; good visibility; users able to avoid the defect safely; no anticipate significant deterioration before the next inspection.	No action required	No repair programmed but the location may be monitored through routine inspections.

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	2,873
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B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	Planned structural maintenance programmes	Reactive repair using temporary repair methods	Reactive repair using permanent repair methods
no data held	no data held	1211	1662

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

During 2025/26, the Council resolved approximately 2,873 potholes using a combination of repair methods, including 1,662 permanent repairs and 1,211 temporary repairs. The Council does not hold sufficiently detailed data to separately identify potholes repaired through planned patching or structural maintenance programmes. Where potholes were addressed as part of wider resurfacing, patching or structural maintenance schemes, they are included within the permanent repair figure to avoid double-counting and provide the most accurate representation of potholes resolved. Repaired locations are monitored, and recurring defects reviewed to determine whether more comprehensive treatment is required to prevent repeat failures and ensure efficient use of highway maintenance resources.

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)	£63.22 up to 0.5m2 £97.54 up to 1m2 £195.08 up to 2m2	Unit/average cost of a temporary pothole repair on your network (reactive)	£148.56
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B3.3.1 - Additional information on pothole prices

Temporary pothole repairs are undertaken by the Council's main highways contractor through Area Maintenance Teams, which are deployed to make defects safe both during and outside core working hours. As these teams provide a wider reactive maintenance service, temporary pothole repairs are not charged at an individual unit rate. During the relevant financial year, material costs totalled £30,761.62, with the annual Area Maintenance Team service costing £149,146.95. These costs include labour, plant, facilities and materials associated with temporary pothole repairs and other reactive maintenance activities. Consequently, a reliable average cost per individual temporary pothole repair cannot currently be calculated.

B3.4 - Defect repair quality

ID	Question	Yes/no
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching and b) reactive repairs using permanent methods?	Yes
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	Yes
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	Yes
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	No

B3.4.5 - Evidence Summary

The Council sets quality standards for planned patching and reactive permanent repairs through its Highway Maintenance Plan, contract specifications and asset management systems. Permanent repair methods are selected wherever practicable and issued through the works management system. Contractor performance, response times and workmanship are monitored through inspections, contract management and performance reporting, with repair quality included in Council performance measures. Although the service life of individual repairs is not systematically recorded, repair performance is monitored through hotspot mapping, dashboard reporting and historical records held within the Council's asset management system and contractor work ordering processes, ensuring future maintenance decisions are informed.

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

Members of the public can report potholes and other highway defects through the Council's website, including the dedicated Report a Pothole service. Reports can also be made through the Contact Centre. All reports are reviewed, risk assessed and prioritised in accordance with highway inspection and maintenance procedures. Public reports contribute to reactive maintenance, programmed inspections and wider maintenance planning.

B3.5.4 - Tools used for reporting

The Council uses online reporting forms, email, telephone and the Contact Centre to receive reports. Internal highway management systems are used to record, assess, allocate and monitor defects through to completion. These tools provide an auditable record of reported defects, actions taken and outcomes.

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	316
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	1
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	155
4.1.4	Number of General Inspections carried out in 2025-26	155
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	42
4.1.6	Number of Principal Inspections carried out in 2025-26	42

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. Link	
	https://www.solihull.gov.uk/sites/default/files/2025-03/Highway-Infrastructure-Asset-Management-Plan.pdf	

5.1.3	Please provide the date it was last reviewed or updated	Date July 2024
5.1.4	Please provide proof of the review or update.	
	<i>The Highway Infrastructure Asset Management Plan (HIAMP) has been reviewed and updated to ensure it remains aligned with current best practice, the principles of the Well-managed Highway Infrastructure Code of Practice, and the Council's strategic objectives. The 2024 updated plan reflects changes in asset data, condition monitoring approaches, investment priorities and risk-based maintenance decision-making.</i>	
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.	
	<i>Yes, this is to be revised in 2027, taking on board the revised draft guidance on Well Managed Highways</i>	

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	Full	Full
Street lighting	Full	Full
Traffic signals	Full	Partial

5.2.1 - Further context

Asset inventory and condition for structures is held through BridgeStation, Drainage assets is held through KaarbonTech, Street Lighting is held in Symology Insight, Traffic Signals is held in IMTRAC, Carriageways and Footways is held in Symology and Vaisala.

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	X

Other (please set out in further context)	
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B5.3.2 - Further context

Asset inventory and condition for structures is held through BridgeStation, Drainage assets are held through KaarbonTech, Street Lighting is held in Symology Insight, Traffic Signals is held in IMTRAC, Carriageways and Footways is held in Symology and Vaisala. All asset data is API linked into Aurora from these systems so they can be viewed as a whole

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

Lifecycle planning is embedded within the Council's Highway Infrastructure Asset Management Plan and Highway Maintenance Plan. Asset inventory, condition data, inspections and performance information are used to identify deterioration, assess treatment options and determine intervention timing. Decisions are based on whole-life cost, risk, service levels and value for money, ensuring resources are targeted where they deliver the greatest long-term benefit. This approach informs medium-term priorities, forward programmes and annual maintenance plans rather than relying solely on reactive demand. Programmes are reviewed through established governance processes and adjusted to reflect asset condition, performance, risk and available funding, ensuring investment remains effective and sustainable.

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	Yes

B5.5.5 - Evidence Summary

The Council has a defined suite of Key Performance Indicators (KPIs) to monitor the effectiveness and outcomes of its highways asset management approach. These KPIs are reviewed monthly through the Strategic Highways Contract Board and performance trends are used to inform maintenance planning, prioritisation and future investment decisions. The Council's Strategic Highways Contract was retendered in May 2026 through an open competitive tender exercise, providing an independent review of service delivery, performance requirements and value for money. The new contract framework strengthens performance management, governance arrangements and continuous improvement across highway maintenance activities.

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	1km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	8km
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	Yes
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	Yes
	a. Structural maintenance / reconstruction (in km)	3km
	b. Preventative maintenance treatments (in km)	0km

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

The Council adopts a risk-based, asset management approach to maintaining footways and cycleways, ensuring investment is targeted where it delivers the greatest benefit. Condition data, safety inspections, customer reports and local knowledge are used to identify priorities and inform maintenance programmes. Footways are assessed according to condition, usage, accessibility requirements and safety risks, with priority given to key pedestrian routes and locations supporting vulnerable users. Cycleways are maintained to support safe, sustainable travel, with inspections and condition monitoring identifying defects and improvement needs. Preventative maintenance is undertaken to extend asset life, improve network condition and reduce future intervention requirements overall.

B6.1.7 - Evidence Summary

The Council maintains a footway hierarchy based on function, usage, pedestrian movements and risk, which informs inspection frequencies, maintenance priorities and investment decisions.

During 2026/27, approximately 1km of footways is planned for structural maintenance, reconstruction or renewal, with a further 8km receiving preventative treatments to extend asset life. Priority footways and cycleways are included within winter service arrangements, routine cleansing, vegetation management and debris removal programmes. The Council will also deliver targeted maintenance to dedicated cycleways outside carriageway programmes, including 3km of safety-related improvements on the Blossomfield Road cycleway, replacing existing Orca wands with a continuous segregated kerb line to improve safety, durability and the cycling environment

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	41.25%
	b) Planned maintenance (routine/cyclical and/or risk-based)	58.75%
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?	No
7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	Yes
	- Remote cameras are used to monitor trash screens on highway culverts - Approximately 15 installations	

B7.1.5 - Evidence Summary

The Council manages drainage assets through planned, risk-based maintenance and reactive interventions, with most recent annual expenditure of circa £650,000 on planned maintenance and £400,000 on reactive works. Digital asset management systems, including Kaarbontech Gully Smart, are used to maintain asset records, inspection history and condition data, supporting targeted investment and prioritisation. Locations where drainage issues contribute to flooding, ponding or carriageway deterioration are recorded to inform future programmes. Monitoring technology, including remote cameras and around 15 remote monitoring installations, provides improved visibility of asset performance, enabling earlier identification of blockages and maintenance needs while reducing the risk of asset failure.

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

Asset management system is used to understand highway drainage infrastructure. No direct records of where flooding is affecting carriageway condition are recorded but areas of frequent flooding are identified and routine maintenance rates are increased in these locations.

Funding calculation includes both gully emptying and highway drainage repairs.

B8 – Skills and training

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

B8.1.7 - Evidence Summary

The Council has an up-to-date training and development approach for staff responsible for highways asset management, supported through individual development plans, competency frameworks and a structured programme of continuing professional development (CPD).

The Council is an ICE Accredited Training Organisation, supported by an accredited Supervising Civil Engineer, enabling the development of early career professionals. The Council also supports progression towards professional registration, including Incorporated and Chartered Engineer status with the Institution of Civil Engineers (ICE).

The Council employs Chartered Engineers with the ICE, who provide technical leadership, mentoring and professional support to colleagues working towards professional registration and developing their technical competence.

B8.1.8 – Further context on skills/training

We operate apprenticeship programmes and currently support several employees undertaking Level 6 Civil Engineering degree apprenticeships. Competence requirements are defined for key highways roles, with training needs identified and addressed through targeted learning.

CPD is delivered through the MHA contract lunchtime learning programme, Association of Directors of Environment, Economy, Planning & Transport (ADEPT) technical networks, industry events, Live Labs initiatives and regular team sessions featuring specialist speakers. The Council also works closely with its highways contractors to promote skills development, knowledge sharing and continuous improvement across the highways service.

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.	July 2024
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – formally recorded
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	Yes
	- targeted slope / ground stability / landslip mitigation	No
	- Heat-resilient materials or surface treatments	Yes
	- Tree planting / shading for heat management	No
	- Other (please specify)	No (if yes, please specify)
	- None of the above	
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	Yes
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	Yes

B9.1.8 - Evidence Summary

The Council has established comprehensive arrangements to support climate resilience and carbon reduction across its highways service. Solihull MBC has been an early adopter of lower-carbon highway maintenance approaches and has actively contributed to Live Labs 2 asphalt rejuvenation trials, relevant ADEPT working groups and the ADEPT Carbon Leadership Programme. This work has enabled the Council to benchmark greenhouse gas emissions associated with its highways maintenance service and use this evidence to inform future asset management and maintenance decisions.

As part of Live Labs 2, trials undertaken on Collector Road and Auckland Drive in Solihull provided the world's first direct comparison of the Reclamite and PenTack asphalt rejuvenation systems. The trials have contributed to industry understanding of the two products, including their differing treatment mechanisms and effects on pavement materials. This is particularly significant because asphalt rejuvenation is among the lowest-

carbon highway maintenance treatments available, with the potential to extend pavement life, improve asset resilience and defer more carbon-intensive resurfacing interventions. The Council continues to apply and share the learning generated through these initiatives, embedding carbon considerations within highway asset management, procurement, material selection, maintenance and construction practices. Alongside carbon reduction, the service considers the resilience of the highway network to climate-related risks, including flooding, increased rainfall and extreme heat. This integrated approach supports more sustainable investment decisions while maintaining the long-term performance, resilience and value of the highway network.

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

The Council is implementing a range of measures to improve the resilience of its highway network to the increasing impacts of climate change and extreme weather. These include targeted drainage maintenance, repairs and upgrades at locations subject to recurring flooding, together with consideration of sustainable drainage systems (SuDS) and natural flood-management measures through appropriate highway, development and capital schemes. Highway inspections and asset management processes are used to identify locations vulnerable to deterioration, flooding, heat damage, severe weather and ground instability, allowing interventions to be prioritised according to risk and network importance. The Council also considers the suitability and resilience of highway materials and surface treatments in response to changing climatic conditions, including periods of extreme heat. Ground stability and slope-related risks are assessed where relevant, with targeted mitigation undertaken where risks to the highway network are identified. Opportunities for tree planting, vegetation and shading are considered through appropriate highway, public realm and active travel schemes, subject to safety, drainage and maintenance requirements. Resilience is further supported through winter service arrangements, severe-weather preparedness, proactive asset inspections and the identification of critical routes. These measures are supported by ongoing engagement with highways contractors and supply-chain partners to improve operational efficiency, carbon performance and long-term network resilience.

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

The Council's Strategic Highways Contract promotes innovation and continuous improvement through performance management, digital monitoring, collaborative governance and supply chain engagement. Bidders were required to demonstrate how technology and continuous improvement would support delivery and contract performance. Innovative materials and techniques are assessed through technical review, trials, performance monitoring and whole-life value considerations. Through ADEPT Live Labs, treatments including mastic asphalt and rejuvenators have been trialled and monitored. Learning is shared through professional networks, industry events, HIMG, PAM and the DfT-funded Live Labs 2 CEDR, including its Knowledge Bank. Successful innovations are

considered for wider adoption where they improve resilience, value, carbon reduction and asset performance.

B10.1.5 - Further context on your innovation activities

Innovation is increasingly embedded across the Council's highway asset management approach. Alongside Live Labs trials, the Council is using Vaisala mobile artificial intelligence surveys alongside SCANNER data to improve network intelligence and support more targeted, risk-based maintenance decisions. The adoption of PAS 2161 and highway network categorisation is further strengthening evidence-led asset management and investment decisions. The Strategic Highways Contract provides a formal mechanism for continuing this innovation through contractor collaboration, digital performance reporting and continuous improvement reviews. The Council also continues to explore opportunities to improve digital integration, data quality, productivity and performance monitoring, ensuring that successful innovation is evaluated, captured and incorporated into business-as-usual service delivery.

10.2 – Examples of innovations that have been adopted

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

The Council was an early adopter of Vaisala RoadAI, working with Vaisala through testing, trials and development workshops, supporting PAS 2161 accreditation. RoadAI enables closer monitoring of highway condition, faster response to emerging defects and reduced repeat site visits through remote video access. Data is combined with highway inspections to develop targeted programmes and DfT condition statistics. The Council continues to test innovative applications, including pothole recognition, while using condition intelligence to inform maintenance decisions. This includes surface dressing programmes using Kiely Lock alongside targeted crack and joint repairs, helping extend asset life, improve resilience and deliver better value from highway maintenance investment.

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

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

11.1.6 - Evidence Summary

Inspections, non-compliances and remedial works are recorded and monitored through Street Manager, providing a clear audit trail and supporting effective oversight of utility works. Quarterly coordination meetings review utility and highway programmes, identify collaborative opportunities and coordinate planned works. Where appropriate, highway maintenance can be rescheduled to allow utility works to be completed first, maximising

Section 58 restrictions and reducing unnecessary repeat excavation. The Council's Permit Scheme Evaluation is currently underway and expected to be published shortly. A review of traffic-sensitive road network designations has also been completed, with updated designations scheduled for upload to GeoPlace by the end of July 2026.

B11.1.7 - Further context

The Council uses Street Manager to monitor utility works, inspections, non-compliances and remedial actions, supporting effective management of highway activities. Quarterly coordination meetings with utility companies and internal teams help align programmes, reduce disruption and coordinate works with planned highway maintenance. Where appropriate, highway works may be deferred to allow utility works to be completed first, supporting Section 58 restrictions and protecting recently resurfaced roads from unnecessary excavation. The Council's Permit Scheme provides additional control of highway works, while regular reviews of permit arrangements and traffic-sensitive routes help ensure proportionate management of activities and minimise disruption to road users.

B12 – Managing highways maintenance contracts effectively

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

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes
12.1.2	Do you routinely analyse actual unit costs (for example £/m ² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	Yes
12.1.3	Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	Yes
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	No

12.1.5 - Evidence Summary

The Council retains in-house technical expertise to independently assess maintenance works proposed and delivered by contractors, supported by specialist training. All works are reviewed for quality and value against contractual requirements, with any concerns formally challenged. Contract performance is managed through agreed KPIs and monthly reviews, including measures for the timely completion of permanent repairs. Defective works require corrective action at no additional cost and may result in service credits. While changes to the current maintenance contract prevent meaningful comparison with historic unit costs, benchmarking and cost reviews will be undertaken as the contract matures to ensure ongoing value for money and performance.

B12.1.6 - Further context

The Council's approach is focused on maintaining strong client-side technical assurance and active contractual performance management. In-house officers provide independent scrutiny of contractor delivery, including checking workmanship, compliance with specifications and the appropriateness of completed works. Monthly performance reviews provide a structured mechanism to identify emerging issues, agree mitigation and hold the contractor to account for delivery. The contractual regime also places a clear emphasis on completing permanent repairs within the required timescales and addressing defective workmanship through the service-credit mechanism. As contract and pricing arrangements mature, the Council will be better placed to develop meaningful cost and performance trend analysis alongside existing quality and KPI monitoring.