

Highways Maintenance Transparency Report - 2026

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Transparency report – Core report template

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

A1 – What we are responsible for maintaining

The highway network is made up of a number of individual asset groups which include:

TABLE 1

Asset Group	Number
Carriageways	Total Length 707 km
Footways	Total length 1,153 km
Public Rights of Way	268 km
Council owned Bridges and Structures	374
Street Lighting	25,609
Street Furniture	106,001

Tameside council is responsible for maintaining a substantial highway asset portfolio as shown in Table 1 above. Maintaining these assets presents a number of challenges including:

1. The ageing nature of the infrastructure, with many assets having been constructed several decades ago and now reaching or exceeding their original design life. As assets deteriorate, maintenance requirements increase and the cost of repairs / replacement grows significantly.
2. The council must also manage these assets within financial constraints. Funding pressures over the last decade have meant that budgets have often fallen short of the investment required to fully address deterioration across the network.
3. Increasing traffic volumes place greater strain on the network. Higher levels of use accelerate wear and tear, contributing to issues such as surface deterioration and rutting.
4. Finally, changing weather patterns and more frequent extreme weather events are placing increasing pressure on highway assets. Periods of intense rainfall can lead to flooding and drainage issues, while repeated freeze-thaw cycles and prolonged hot weather can accelerate the deterioration of road surfaces, footways and structures.

Together, these factors create an ongoing challenge to maintain asset condition, ensure public safety, and provide a resilient and reliable transport network.

A2 – Road conditions in Tameside MBC

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	5%	20%	75%
2024	5%	21%	74%
2025	5%	23%	72%

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	3%	18%	79%
2024	3%	20%	77%
2025	2%	21%	77%

A2.3. U roads

Year	Percentage of road in red category
2023	18%
2024	19%
2025	23%

Carriageways are the largest of the council's assets in value. The carriageway network measures 707km as recorded in Symology Insight Enterprise. Maintaining the condition and preserving their value is vital to the success of the council's maintenance strategy. The condition of the borough's carriageway is assessed using the nationally recognised Road Condition Index (RCI), which categorises roads as Green (good state of repair), Amber (some deterioration), or Red (poor condition and likely to require maintenance within 12 months).

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

The council undertakes annual carriageway condition surveys using both SCANNER and Coarse Visual Inspection (CVI) methodologies to provide a comprehensive understanding of the condition of the highway network. SCANNER surveys collect detailed condition data at

traffic speed and are primarily used on the classified road network (A, B and C roads). CVI surveys are visual assessments, used on unclassified roads.

The survey results enable the council to monitor asset deterioration, identify areas where condition is declining, and assess maintenance needs across the network. By combining survey data with asset management principles, the council can develop prioritised maintenance programmes that focus investment on those parts of the network where intervention will deliver the greatest benefit, manage risk effectively, and maximise the value of available funding.

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

A3.1. – What is a pothole?

The highway is constructed in layers. Potholes occur when the top layer starts to deteriorate. Water enters cracks and expands when it freezes causing the surface to break out. Potholes develop quicker in winter due to rain and frost.

Potholes in Tameside are defined as a defect in the Carriageway or Footway that exceeds the Defect Investigatory Levels set out in the council's Highway Risk Management Policy.

Table 2 provides a summary of the defect investigatory level and **Table 3** provides a summary of the repair timescales based on the severity of the pothole.

Table 2

Footway investigatory level	25mm
Core Town Centres Footway investigatory level	20mm
General Carriageway investigatory level	40mm
Core Town Centres Carriageway Investigatory level	30mm
Cycling Features	(All) 25mm

Table 3

Emergency	2 Hours
Priority	24 Hours
General	28 Days
Town Centre	14 Days

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

In compliance with the Highways Risk Management policy the council's Risk Management team, as an example, completed 7,196 highway safety inspections of the adopted highway across the borough in 2025 / 2026. This resulted in 8,625 potholes being repaired during the same period.

The council has recently approved a 5-year Highway Asset Management Plan which is based around improving the highway using a number of highway maintenance methods,

including but not limited to, micro asphalt, traditional 80/100mm plane and relay, 40mm patching resurface and joint sealing.

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

Potholes can be reported via the council's customer focused facing system named Report It (Report a problem to Tameside), via social media or by email. In addition, the council's out of hours telephone number is publicised in case an emergency repair is required.

A3.4. What happens after a pothole is reported

When a pothole or other highway defect is reported, the council carries out an inspection to assess its condition and any associated risk. All reported defects are inspected within five working days, with defects considered potentially dangerous attended within 24 hours whenever possible. Following inspection, the council's Risk Management team assesses the defect against the council's Highway Risk Management policy. Where the defect meets the council's intervention criteria (as set out in Table 2) repairs are prioritised and undertaken within the timescales specified in the policy (as set out in Table 3). This risk-based approach ensures that resources are directed to the highest-priority defects, maintaining public safety and making best use of available funding.

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	<u>£5,816,216</u>	£6,867,662	<u>£14,270,340</u>
Of which spent on:			
Carriageways	<u>£3,475,148</u>	<u>£4,248,362</u>	<u>£10,159,627</u>
Footways	<u>Included above</u>	<u>Included above</u>	<u>£589,000</u>
Structures (for example bridges)	<u>£508,037</u>	<u>£676,221</u>	<u>£1,629,320</u>
Drainage	<u>£911,877</u>	<u>£826,991</u>	<u>£940,550</u>
Street lighting	<u>£575,646</u>	<u>£696,232</u>	<u>£1,473,470</u>
Other assets	<u>£345,509</u>	<u>£417,330</u>	<u>£380,000</u>

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

Funding sources for highways maintenance received (not forecast to be spent)	2024-25	2025-26	2026-27 (projected)

Funding received through the Department for Transport / UK Government	<u>£3,536,000</u>	£5,611,000	<u>£9,328,000</u>
Additional highways maintenance funding provided by the Council or third parties	<u>£1,748,075</u>	£2,725,025	<u>£8,457,340</u>
<u>Total</u>	<u>£5,320,075</u>	£8,336,025	<u>£17,785,340</u>

A5 – Our maintenance plans for this year

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

Following approval of the council's revised Highway Asset Management Plan (HAMP) in April 2026, additional investment has been secured to support the maintenance and improvement of the highway network. The revised HAMP sets out the council's long-term, risk-based approach to managing its highway assets and ensuring available funding is targeted where it can deliver the greatest benefit. The approved document can be found here: [Appendix. 1 for Revision of Highway Asset Management Plan HAMP.pdf](#).

Building on this, a more detailed delivery plan has been developed and is scheduled for approval in July 2026. This report identifies the council's prioritised maintenance and improvement programmes for the next two years, providing a clear framework for investment and ensuring resources are focused on the areas of greatest need to improve network condition, resilience and safety.

A5.2 - Full list of planned carriageway and footway works (subject to approval)

CARRIAGEWAY RESURFACING	
Street	Town
Mossley Road	Ashton-under-Lyne
Audenshaw Road	Audenshaw
Guide Lane	Audenshaw
Taylor Lane	Denton
Anson Road	Denton
Wood Street	Denton
Edge Lane	Droylsden
Grange Road South	Hyde
Prince Edward Avenue	Denton
Roker Park Avenue	Audenshaw
Town Lane	Denton
Manor Road	Denton
Woodbridge Avenue	Audenshaw
High Street	Hyde
Sheffield Road	Hyde
Joel Lane	Hyde
Lodge Lane	Hyde
Mottram Old Road	Hyde
Raglan Street	Hyde
Earle Street	Ashton-under-Lyne

Lewis Road	Droylsden
Oldham Road	Ashton
Huddersfield Road	Stalybridge
Bury Street	Mossley
Mount Pleasant Street	Audenshaw
Moorside Street	Droylsden
Lumb Lane	Ashton-under-Lyne
Mill Lane	Hyde
Union Street	Hyde
Chapel Street	Dukinfield

CARRIAGEWAY PREVENTATIVE MAINTENANCE	
Street	Town
Moorlands Drive	Mossley
Wharmton View	Mossley
Alphin Close	Mossley
Roaches Way	Mossley
Quick View	Mossley
Lower Hey Lane	Mossley
Meadow Close	Mossley
Dale Avenue	Mossley
Cote Lane	Mossley
Dysarts Close	Mossley
Brecon Crescent	Ashton-under-Lyne
Bristol Avenue	Ashton-under-Lyne
Carlisle Crescent	Ashton-under-Lyne
Sherwood Close	Ashton-under-Lyne
Guildford Drive	Ashton-under-Lyne
Charnwood Close	Ashton-under-Lyne
Ellesmere Avenue	Ashton-under-Lyne
Exmoor Close	Ashton-under-Lyne
Bowland Close	Ashton-under-Lyne
Lincoln Close	Ashton-under-Lyne
Lichfield Ave	Ashton-under-Lyne
Whalley Grove	Ashton-under-Lyne
Norwich Close	Ashton-under-Lyne
Winchester Avenue	Ashton-under-Lyne
Tewkesbury Avenue	Ashton-under-Lyne
Nottingham Drive	Ashton-under-Lyne
Newstead Avenue	Ashton-under-Lyne
Epping Close	Ashton-under-Lyne
Whernside Avenue	Ashton-under-Lyne
Westminster Ave	Ashton-under-Lyne

Bradley Green Road	Hyde
Acresfield Road	Hyde
Harbour Farm Road	Hyde
St Marys Road	Hyde
Barley Croft Road	Hyde
Highfield Close	Hyde
Springwood Way	Ashton-under-Lyne
Camberwell Drive	Ashton-under-Lyne
Fieldfare Way	Ashton-under-Lyne
Meadowbank	Ashton-under-Lyne
Ridgecroft	Ashton-under-Lyne
The Heath	Ashton-under-Lyne
Gatekeeper Fold	Ashton-under-Lyne
Lynwood Close	Ashton-under-Lyne
Limehurst Ave	Ashton-under-Lyne
Wellington Clough	Ashton-under-Lyne
Cypress Road	Droylsden
Gloucester Road	Droylsden
Hampshire Road	Droylsden

FOOTWAY STRUCTURAL MAINTENANCE	
Street	Town
Stockport Road	Mossley
Quick Road	Mossley
Lees Road	Mossley
Lewis Road	Droylsden
Westmorland Avenue	Dukinfield
Cumberland Avenue/ St. John Street	Dukinfield
Wakeling Road	Denton
Southern Close	Denton
St. Christophers Road	Ashton-under-Lyne
Dorchester Avenue	Denton
Castle Hall Close	Stalybridge
Hough Hill Road	Stalybridge
Forester Drive	Stalybridge
Cemetery Road	Denton
Denbigh Road	Denton
Exeter Avenue	Denton
Old Road	Stalybridge
Quarry Clough	Stalybridge

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

The council adopts a data-led and risk-based approach to prioritising highway maintenance works and ensure that available funding is invested where it will deliver the greatest benefit. A range of information is considered when developing annual programmes, including SCANNER and CVI survey data, highway inspector condition ratings, customer complaints, drainage issues and general maintenance enquiries and defect reports.

This information is assessed through a prioritisation matrix to identify areas of the network that are showing signs of deterioration, generating repeated maintenance issues, or presenting an increased risk to users. By combining multiple data sources, the council can target investment more effectively, maximise the life of highway assets and reduce the need for more costly future interventions.

XAIS-PTS is a specialist highway asset management and infrastructure surveying consultancy that works with local authorities and other highway authorities to assess network condition and support asset management decision-making. XAIS have recently undertaken a comprehensive and independent review of the highway network, to identify the most appropriate treatment options for the highest-priority streets. The outcomes of this review have been incorporated into the council's maintenance planning process, helping to ensure that the right treatment is applied at the right time and in the right location, delivering the most efficient use of available resources and achieving the best possible outcomes for residents and road users.

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	£3,536,000	£5,611,000	£4,828,000
Other DfT capital funding utilised by local authority for highways maintenance	£0	£0	£0
Other Government capital funding allocated by local authority to Highways Maintenance – Levelling UP Fund	£0	£130,000	£0

Denton			
Other capital funding allocated to highways maintenance	£	£	£5,000,000
Total Capital funding allocated to highways maintenance	£3,536,000	£5,741,000	£9,828,000

B1.1.2 - Additional information on funding figures

N/A

B1.2 - Spending

B1.2.1 – Total spending

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online .	Yes
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£1,771,526	£3,344,987	£10,817,000
Total highways maintenance revenue spend	£4,044,690	£3,520,149	£3,457,340
Total spend	£5,816,216	£6,865,136	£14,274,340

B1.2.2 - Additional information on total spending figures

N/A

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	£1,804,633	£0	£588,766	£0
Structural carriageway maintenance	£0	£0	£5,67,000	£0
Planned carriageway repair / patching programmes	£1,804,633	£0	£	£0
Reactive carriageway maintenance				

Reactive carriageway repairs / patching (temporary repairs)	£0	£	£0	£
Reactive carriageway repairs / patching (permanent repairs)	£2,693,614	£0	£0	£0
Reactive carriageway repairs / patching (total)	£2,693,614	£ 0	£0	£0
Other carriageway-related spend	£	£	£150,000.00	£
Total	£	£	£	£

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

N/A

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	0 km	0 km	m ²	m ²	m ²
2026-27 projected	6.8km	71 km	0 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 and 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

Free text – optional – 100 words maximum	No
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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
Carriageway	40mm depth	N/A	24 hours	28 days
Carriageway (Town Centre)	30mm depth	Town Centre	24 hours	14 days
Footway	25mm depth	N/A	24 hours	28 days
Footway (Town Centre)	20mm depth	Town Centre	24 hours	14 days

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	8,625
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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
Data not currently available	Data not currently available	Data not currently available	Data not currently available

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

Data is not currently available as the council's existing IT systems do not readily record or report pothole repairs by treatment type. The council is, however, in the process of procuring a new works management system that will provide this functionality, enabling more detailed reporting from the next financial year.

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)	tbc	Unit/average cost of a temporary pothole repair on your network (reactive)	tbc
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B3.3.1 - Additional information on pothole prices (optional)

Data is not currently available as the council's existing IT systems do not readily record or report pothole repairs by treatment type. The council is, however, in the process of procuring a new works management system that will provide this functionality, enabling more detailed reporting from the next financial year.

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?	No
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	N/A
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 systematically records and retains information relating to its highway safety inspection regime and associated risk-based defect management processes. However, it does not currently record or monitor data specifically relating to the expected and delivered longevity of individual pothole repairs. Repair records are generally retained on an exception basis, for example where further investigation, repeat intervention or claims-related evidence is required. As a result, the council is unable to systematically report on the anticipated lifespan of repairs or compare this against actual performance outcomes.

B3.4.6 - Additional information

N/A

B3.5 - Public reporting system for defects and other issues

ID	Question	Yes / No
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

Defect reports received from the public are logged through the council's customer reporting systems and are assessed alongside other network condition and inspection data. Valid reports are taken into account as part of the council's prioritisation matrix, helping to inform inspection activities, maintenance priorities and the allocation of resources. The council also provides feedback to customers on the outcome of their reports, including where no intervention is required and the reasons for that decision.

B3.5.4 - Tools used for reporting

Defect reports received from the public are submitted and managed through the council's Report It system. All reports are logged, assessed and reviewed alongside information from the Council's highway inspection regime and other asset management data sources.

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	374
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	2
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	133
4.1.4	Number of General Inspections carried out in 2025-26	121
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	86
4.1.6	Number of Principal Inspections carried out in 2025-26	18

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	Yes
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	out to your authority via letter to your chief executive in April and as published online.	
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link: Appendix. 1 for Revision of Highway Asset Management Plan HAMP.pdf	
5.1.3	Please provide the date it was last reviewed or updated.	November 2025
5.1.4	Please provide proof of the review or update.	
	The Highway Asset Management Plan is subject to a formal document control process. Evidence of the next review date, of April 2027, is contained within the document control box on Page 1 of the plan. This demonstrates that the document remains current, with the next scheduled review programmed in accordance with Engineering Services document management procedure.	
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.	

B5.1.6 - Further context (optional)

N/A

Key aspects of highways asset management approach

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

B5.2 - Asset data

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

Please complete the table below for your key highway assets:

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

5.2.1 - Traffic signal assets are owned and maintained by Transport for Greater Manchester (TfGM). As these assets are not managed by the council, related maintenance and asset management activities fall under TfGM's responsibility.

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

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 (<i>please set out in further context</i>)	X

B5.3.2 - Further context (optional)

All highway asset data is currently managed within Symology Insight, with the exception of bridges and structures, which are managed through the Pontis bridge management system. These systems are used to support the council's asset inventory, condition assessment and maintenance planning activities.

The council is currently undertaking a procurement exercise to replace and enhance its asset management system. The new system is expected to provide improved functionality, integration and reporting capabilities across highway asset groups. The outcome of the procurement process and implementation arrangements will be known during the next financial year.

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?	No
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	Yes

B5.4.4 - Evidence Summary

The council uses lifecycle planning principles to support carriageway maintenance investment decisions. Condition survey data, highway inspections, asset performance information and engineering assessment are used to identify the most appropriate treatment at the optimum point in the asset lifecycle. A range of preventative and structural maintenance treatments are considered during programme development to maximise asset life, minimise whole-life costs and make best use of available funding.

These principles are reflected within the council's Highway Asset Management Plan and annual carriageway maintenance programmes.

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

B5.5.5 - Evidence Summary

The council's Highway Asset Management Plan (HAMP) incorporates a formal Performance Management Framework. A clearly defined suite of Key Performance Indicators (KPIs) has been established to monitor the performance and effectiveness of the highway service and asset management approach. KPI performance is monitored on a quarterly basis and reported through the council's established governance and performance management arrangements. Performance trends are reviewed by officers and senior management and are used to inform service planning, maintenance prioritisation and investment decision-making, ensuring that resources are targeted effectively and aligned with the council's asset management objectives.

B6 - Maintaining footways and cycleways

ID	Question	Yes / No
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?	No
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal.	5km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments.	0km
6.1.4	Are priority footways and cycleways included in a routine programme for keeping them clear of overgrown vegetation and	Yes

	debris (e.g. sweeping, cutting back)?	
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No
	a. Structural maintenance / reconstruction (in km)	N/A
	b. Preventative maintenance treatments (in km)	N/A

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

The council maintains footways and cycleways through a risk-based approach to inspection and maintenance. The council's Winter Maintenance policy sets out arrangements for the treatment of these assets during adverse weather conditions. Footways are not routinely treated but are reactively cleared and treated during periods of sustained adverse weather, with priority given to key pedestrian routes. Where cycleways are located within the carriageway, they are treated in accordance with the carriageway winter maintenance policy and benefit from the same precautionary gritting and treatment regime as the adjacent highway network. This approach helps maintain safe access for pedestrians and cyclists while targeting resources where they are most effective.

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	70%
	b) Planned maintenance (routine/cyclical and/or risk-based)	30%
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	No
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.	No

B7.1.5 - Evidence Summary

The council uses handheld devices to record cleansing operations and completed

activities. This provides an electronic audit trail, supports performance monitoring and ensures operational records are maintained accurately and efficiently.

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

N/A

B8 – Skills and training

ID	Question	Yes / No
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

Engineering Services currently has two engineers pursuing the Chartered Professional review through the Institution of Civil Engineers (ICE). Seven assistant engineers are currently enrolled on an HNC qualification course with a local Higher Education provider. Three apprentice engineers have just completed their second year of a Civil Engineering Technician Level 3 course and are currently finalising their portfolios of evidence to complete their apprenticeships. In addition, the service has 10 apprentice mason paviours at various stages of completing a Level 2 Highways Maintenance Skilled Operative qualification.

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

Engineering Services maintains a dedicated training budget to support mandatory training

requirements and the ongoing professional development of its staff. Employees are encouraged to attend a range of networking, learning and industry awareness events across Greater Manchester and the wider highways sector to share best practice, develop knowledge and remain informed of emerging issues and innovations.

Recent examples of professional development and networking opportunities attended by staff include the Local Council Roads Innovation Group (LCRIG) Strictly Highways Conference and the LCRIG Innovation and Learning Festival, which provide access to industry best practice, innovation, supply chain engagement and knowledge-sharing across the highways sector.

The council is committed to attracting and retaining suitably qualified and experienced staff. This was demonstrated through a recent recruitment exercise for a Senior Engineer (Highway Maintenance) position, which successfully attracted a candidate holding a Master of Engineering (MEng) degree in Civil and Structural Engineering, together with relevant industry experience and professional competencies. Additionally, the service has recruited two very experienced external members of staff to middle and senior management positions in the council's in-house Delivery team. This supports the service's ability to deliver effective highway asset management and maintenance activities.

B9 – Adapting roads to withstand climate pressures

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

ID	Question	Yes / No
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	No
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	Yes
9.1.3	If yes when did you last update this.	September 2025
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	No
	- Targeted slope / ground stability / landslip mitigation	Yes
	- 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?	No

B9.1.8 - Evidence Summary

The council identifies and record's key locations, affected by extreme weather conditions, on the critical asset system.

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

N/A

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?	Not yet

10.1.4 - Evidence Summary

The council is currently undertaking a procurement exercise to establish a dedicated Tameside Highways Framework, ensuring highways works are delivered through compliant procurement arrangements whilst also providing increased flexibility, value for money and capacity to deliver an enhanced programme of works.

Innovation has been a key priority throughout the procurement process. The Pre-Selection Questionnaire (PSQ) and Invitation to Tender (ITT) evaluation criteria were designed to encourage bidders to demonstrate innovative approaches that could be applied within

Tameside. Contractors were required to provide evidence of successful implementation elsewhere. This approach ensures that the council secures delivery partners of introducing new ideas.

10.1.5 - Further context on your innovation activities

Recent examples include:

An alternative carbon reduction material was suggested, through early contractor involvement, on a resurfacing scheme due to site specific concerns. The alternative product was reviewed by the council's Highway Maintenance and Delivery teams and accepted. Following the scheme, the council has received positive feedback from residents.

To support delivery of the HAMP, the council has recruited a dedicated Social Value Officer to work with the Highways Maintenance team. The postholder is working with contractors and stakeholders to maximise the wider benefits arising from highway investment, including local employment, apprenticeships, skills development, community engagement and the use of local supply chains.

10.2 – Examples of innovations that have been adopted

N/A

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

Two Street Works Inspectors undertake site inspections of utility works across the network to ensure that defects are identified, reported, and rectified within the required timescales. Fixed Penalty Notices (FPNs) are issued where breaches of permit conditions are

identified.

Transport for Greater Manchester (TfGM) has undertaken Lane Rental and Traffic Sensitivity surveys to support the effective management of roadworks and network performance.

Regular coordination meetings are held with utility companies to review planned works, minimise disruption, and ensure that the delivery of the highway maintenance programme is not adversely affected by third-party activities.

B11.1.7 - Further context

N/A

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 £/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?	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?	No
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

KPIs are monitored and reviewed at a programme level; however, they are not currently applied consistently at an individual scheme level. The Delivery team's Contract Managers are exploring the implementation of scheme-specific performance measures to enhance oversight, improve performance monitoring, and further strengthen existing contract management practices.

B12.1.6 - Further context

N/A