

Swindon Borough Council

Highway Transparency report

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Swindon Borough Council

Highway Transparency report

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

A1 – What we are responsible for maintaining

The following bullets indicate the extent of our network and the primary asset types:

- **Carriageways** – 886km of A, B, C & U class roads
- **Footways** – 1074km of footways & footpaths
- **Cycleways** – 124km of cycle network
- **Bridges** - 450 highway structures including road bridges, footway / cycle bridges, subways and culverts. Around 130 of these are on the public right of way network.
- **Drainage** – over 36,000 gullies
- **Streetlights** – over 28,000 street lighting columns plus over 6,000 illuminated bollards, road signs and subway lights
- **Traffic Signals** – 215 traffic signal sites comprising of 80 signal junctions and 135 signal crossings
- Other assets such as 325km of public footpaths, bridleways and byways on the public rights of way network

The condition of local roads in Swindon has been on a trend of gradual condition deterioration over the past 5-years. This trend has been fairly similar across all road classes. The primary cause of this deterioration is the historic low levels of capital funding available annually for major carriageway maintenance, previously calculated as being roughly a third of that deemed necessary to keep the road condition at a steady state (i.e. no overall condition deterioration, but no overall improvement).

A2 – Road conditions in Swindon

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	2%	23%	75%
2024	3%	27%	70%
2025	4%	26%	70%

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	A2.3. U roads
2023	4%	24%	72%	
2024	5%	27%	68%	
2025	5%	30%	65%	

Year	Percentage of road in red category
2023	9%
2024	13%
2025	11%

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

- **Green** – the road is in good condition and no further investigation or treatment is required
- **Amber** – the road may need maintenance soon
- **Red** – the road is in poor condition and should be considered for maintenance

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data

A2.4. - Additional information on carriageway condition

Road condition surveys are undertaken on a regular basis across the whole road network in the Borough. In Swindon, A, B & C class road condition is measured by SCANNER machine surveys and reported in accordance with Single Data List 130/01 & 130/02. Unclassified road condition is measured by Coarse Visual Inspection (CVI) surveys and reported in accordance with historic BV224b indicator.

Data is collected annually for A Class roads, with the whole network surveyed each year.

Data is collected over a two-year period for B & C Class roads, with around half of the network surveyed each year.

Data is generally collected over a two-year period for U Class roads, with around half of the network surveyed each year.

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

A3.1. – What is a pothole?

As the road surface ages, it becomes more porous, and rainwater gets in through cracks. In wet weather the pressure created by traffic passing over the area forces water further down into the road surface, weakening it.

In winter, as the temperature changes between freezing and thawing, there is a faster deterioration of road surfaces, because the water filling cracks freezes and expands, loosening chunks of the surface material.

Although we always consider the location of damage and the hazard it may create, generally on a road, for a pothole to be considered a safety defect, it must be at least 30mm deep in the road surface. Potholes that are more than 40mm deep are repaired within the next working day.

Defects less than at least 30mm deep are risk assessed in line with our policy to determine if the defect is a hazard and if a repair is necessary.

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

In 2025-26 the Council repaired 12,397 potholes.

We have a team of four highway inspectors who regularly check the Borough's entire highway network to identify potholes and other problems on the roads and pavements.

Each pothole is risk assessed on whether it poses a safety hazard to road users or if it does not meet our intervention level. Those that pose a very high level of safety risk are repaired within 24 hours. We aim to complete all other pothole repairs within 30 working days, with the majority completed within five working days. Other defects may be programmed for a longer period of repair of up to six weeks.

The weather may also impact on timeframes, as we also can't repair potholes in extreme weather, such as snow, heavy rain, extreme heat or if there's grit on the road.

Sometimes we know that a particularly deep pothole will create additional problems to the road surface around it, so we will fix the initial hole and programme a patch to this section of the road at a later date. These are temporary repairs in that we know we will need to dig them back up again.

Other considerations include being unable to get on the road due to the disruption a lane or road closure would cause, a future resurfacing scheme is due to start, damage to the base material of the road requiring a more major intervention or cost due to the traffic management requirements.

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

You can [report a pothole to us](#) online through the Swindon Borough Council website.

Use this [map and online form](#) to report damage to a road, footpath or cycle path. You can also use this to report roads in poor condition where this is not pothole related.

A3.4. What happens after a pothole is reported

Your online report will then be sent to the team to be investigated and you'll receive an acknowledgement email with a unique tracking code and then a further email to update you on the outcome of the investigation.

If the reported road defect has been repaired, you'll be sent an email to let you know. If your report was not classed as a pothole or if it is not deemed an immediate priority for repair, you will receive confirmation of this. The defect will be monitored and/or repaired as part of our routine maintenance and resurfacing plans.

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	£8,410,000	£9,177,000	£9,097,000
Of which spent on:			
Carriageways	£6,052,000	£6,403,000	£5,688,000
Footways	£499,000	£518,000	£808,000

Structures (for example bridges or tunnels)	£522,000	£522,000	£833,000
Drainage	£208,000	£179,000	£265,000
Street lighting	£743,000	£1,141,000	£953,000
Other assets	£386,000	£414,000	£550,000

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	£3,937,000	£5,763,000	£5,972,000
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£2,491,000	£3,130,000	£3,171,000
<u>Total</u>	£6,428,000	£8,893,000	£9,097,000

A5 – Our maintenance plans for this year

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

Estimated network treatment lengths for 2026/27:

- Roads receiving preventative road surface treatments – 2.3km
- Roads receiving planned structural maintenance – 7.5km
- Footways etc. - 5.7km

Structures - two major schemes planned for 2026/27:

- Pagoda Culvert waterproofing
- Ashington Way Culvert waterproofing

Traffic signals - continue to reduce the average age of traffic signals sites with the target of having no traffic signals greater than 20 years of age.

Drainage - developing a programme of works to address key highway drainage issues - reflected in the Section 19 report.

Streetlighting - convert the remaining 10% of our streetlights to LED and on to our Central Management System. Prioritise columns identified as requiring replacement through the annual structural testing programme - typically replacing approximately 100 columns per month.

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

Appendix 1 contains a full list of planned schemes for 2026/27 for Major Roads, Minor Roads & Footways etc. The proposed treatment is described along with the current indicative works programme as of 1st July 2026.

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

In order to refine and improve its approach to maintaining highway assets, an updated Highway Asset Management Policy and associated Plans was approved in February 2022. The Plans included an updated Strategic Network Hierarchy to ensure that all the available funding is allocated in the most efficient way to serve the needs of the community. It remains key to the Council's asset-driven funding approach that

maintenance schemes continue to be selected on a needs-led basis in line with the Asset Management Strategy.

Road condition surveys are undertaken on a regular basis across the whole road network in the Borough. The survey results are combined with information such as road hierarchy (how important they are to the network), speed limit, heavy vehicle usage, accident records, public reports and an engineer's inspection, to produce a prioritised list of roads considered in need of major treatment.

Transparency report – Technical Annex template

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£3,496,000	£5,763,000	£5,972,000
Other DfT capital funding utilised by local authority for highways maintenance	£441,000	£0	£0
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£0	£0	£0
Total Capital funding allocated to highways maintenance	£3,937,000	£5,763,000	£5,972,000

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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B1.2.2 - Additional information on total spending figures

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£5,919,000	£6,047,000	£5,926,000
Total highways maintenance revenue spend	£2,491,000	£3,130,000	£3,171,000
Total spend	£8,410,000	£9,177,000	£9,097,000

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	£537,540	£0	£331,100	£0

Structural carriageway maintenance	£2,624,460	£0	£2,678,900	£0
Planned carriageway repair / patching programmes	£756,000	£0	£355,000	£0
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£0	£0	£0
Reactive carriageway repairs / patching (permanent repairs)	£0	£0	£0	£0
Reactive carriageway repairs / patching (total)	£0	£ 2,485,000	£0	£2,323,000
Other carriageway-related spend	£0	£0	£0	£0
Total	£3,918,000	£ 2,485,000	£3,365,000	£ 2,323,000

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	5.1km	6.2km	4818 m ²	No data m ²	No data m ²
2026-27 projected	2.3km*	7.5km	To be decided m ²	No data n/a	No data 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

*Projected figure for preventative treatments in 2026/27 is the length that is to be repaired in 2026/27 in anticipation of surface dressing in 2027 season.	
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B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g.	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
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	depth, area, width – include units)			
Surface defect	>41mm deep		Next working day	Next working day
Surface defect	31-40mm deep		6 weeks	
Surface defect	0-30mm deep		No action	No action
Surface profile	>41mm deep over a 600mm straight edge		Next working day	Next working day
Surface profile	0-40mm deep over a 600mm straight edge		No action	No action
Cracks	>26mm wide and >26mm deep		6 weeks	
Cracks	0-25mm wide		No action	No action

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26	12,397
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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	12,397 [number, or no data held]	0 [number, or no data held]

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

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.
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B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£ No data	Unit/average cost of a temporary pothole repair on your network (reactive)	£48
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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?	Yes/no
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	no

3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	Yes/no
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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

B3.5.4 - Tools used for reporting

We use the WDM system to allow residents to report highway defects through the Council website using this map-based reporting tool linked to the specific highway assets.
map and online form

B4 – Maintenance of highway structures

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	450
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	92
4.1.4	Number of General Inspections carried out in 2025-26	92
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	4
4.1.6	Number of Principal Inspections carried out in 2025-26	4

B5 – Asset Management

B5.1 - Asset Management Strategy and Policy

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. Highways Asset Management Policy: https://www.swindon.gov.uk/downloads/file/1381/highway_asset_management_policy Highways Asset Management Strategy: https://www.swindon.gov.uk/downloads/file/1382/highway_asset_management_strategy	
5.1.3	Please provide the date it was last reviewed or updated	Date: 2022
5.1.4	Please provide proof of the review or update.	
	The Policy and Strategy were presented to Cabinet on 2nd February 2022. Link to Committee Services website meeting agenda Agenda for Cabinet on Wednesday, 2nd February, 2022, 6.00 p.m.	

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.	
	Yes - we plan to update the Policy and Strategy by 30 September 2027. Timetable as follows: September 2026 – ‘Light touch’ update November 2026 - 'Light touch' update completed and sent to Executive Members December 2026 – Executive Members comments received and incorporated January 2027 – Sign off from Executive Members February 2027 – Presented to Cabinet March 2027 – Publish the documents on the Swindon Council website April 2027 onwards - Ongoing Steering Group meetings and updates to the documents	

B5.1.6 - Further context (optional)

We are currently in the process of restructuring the Highways and Transport department at Swindon Borough Council and the above timetable has been incorporated into the target operating model for the service area.

Key aspects of highways asset management approach

B5.2 - Asset data

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Structural testing – Partial Electrical testing - Partial
Traffic signals	Full	Partial

B5.3 – Asset data integration and management

B5.3.1 – Asset data integration

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	X

A single digital platform or a set of connected platforms used across the highways service	
Other <i>(please set out in further context)</i>	

B5.3.2 - Further context (optional)

An attempt has been made to implement a single digital platform for all asset data and this will be taken forward as part of Swindon Borough Council's future approach to Highway asset management.

B5.4 – Lifecycle planning and investment decision-making

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for carriageways to support maintenance investment decisions?	No
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? Isma	No

B5.4.4 - Evidence Summary

The Council has high-level carriageway & footway lifecycle plans identifying the cycle of maintenance treatments and typical treatment lives between renewals/ reconstruction, based on road and footway classes and environments. These models were used for the most recent whole life investment modelling carried out for carriageways and footways in 2018/19, and are the basis for the annual calculation of DRC for Highway Network Asset valuation that the Borough does on an annual basis. However, this network level data is not sufficiently detailed, nor linked to individual asset condition, for it to be directly used for supporting maintenance investment decisions.

We aim to address this in the future by:

- Updating our UKPMS network
- Procuring specialist software which will allow us to perform lifecycle planning at section/ road level

B5.5 – Performance monitoring and continuous improvement

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?	No
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

We are part of the National Highways and Transport Network Performance Management Framework (NHT PMF) and submit benchmarking data to them annually.

An audit of the service was carried out by the Council's Audit team. (completed in December 2023)

B6 - Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk based approach to inspection frequencies and maintenance programmes?	Yes
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	1.9km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	3.9km
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	No
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No
	a. Structural maintenance / reconstruction (in km)	In km
	b. Preventative maintenance treatments (in km)	In km

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	45% for A
	b) Planned maintenance (routine/cyclical and/or risk-based)	55% for B
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes
7.1.3	Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	Yes
7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	No

B7.1.5 - Evidence Summary

7.1.1 Split of expenditure between reactive and planned maintenance is based on the actual expenditure of the Highway Maintenance team relative to the actual expenditure on works commissioned by the Drainage asset team.

We utilise the WDM platform along with the other areas of the Highway Authority, currently the data only contains the gully network. It holds a record of the asset features along with the inspection history. WDM is also utilised to record flooding for the authority and the two layers can be reviewed and interpolated to show weaknesses on the highway network.

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?	No
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))?	No
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	No
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

Free text – maximum 100 words

8.1.1 - Work on staff competence was carried out in 2022 with consultants and this will be reviewed and updated by the end of 2026.

8.1.2 – Post completion of the restructure, this element will be reviewed and a plan of action developed.

8.1.4 - We are actively recruiting into this role and we also commission consultant support.

8.1.5 - We have recently appointed to key roles in the Council's Highways Asset Management team.

8.1.6 - Our Term Maintenance Contractor supports early career development through engagement with local education providers.

B9 – Adapting roads to withstand climate pressures

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.	02/2017
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – Section 19 Flood Report (2025 and 2026)
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	Yes / 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's Highway Asset Management Carbon Management Plan was adopted on 2 February 2022 (as part of the Highway Asset Management Policy), to align with the Council's Corporate Plan to achieve Carbon Net Zero. The plan aims to ensure that highway infrastructure is maintained in such a way to minimise the impact on the environment and determine how the Council may offset any carbon costs that remain.

We have defined a resilient network which will be reviewed and updated.

We have introduced encapsulation and polymer modified binders to mitigate the effects of climate change.

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

9.1.1 - We will include this in the update of our asset management policy and strategy.

9.1.2 - We defined our resilient network in 2017 and subsequently updated it to include some routes through Wanborough and Liddington. We intend to update this over the coming months.

9.1.4 - HEAT DAMAGE: We haven't identified locations that are repeatedly affected by heat damage.

FLOODING: This is covered in the Borough's Section 19 Flood report completed in 2024 with updates in 2025.

9.1.5 - Heat-resilient materials or surface treatments – our projects have evolved to cope with the hotter summers and colder winters. We have switched to a polymer modified binder that can resist temperatures of up to 75°C. We have also introduced encapsulation on surface dressings to help with the cohesion between the binder and aggregate.

Tree planting / shading for heat management – This isn't a primary motivation for any tree planting. Where trees are planted by the Council, increasing overall canopy coverage is the primary motivator that may have secondary consequences that include urban cooling.

9.1.6 - Although we haven't benchmarked GHG emissions formally, we have taken measures to promote reduced emissions such as introducing electric vehicles in our fleet of refuse collection vehicles.

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?	N/A

10.1.4 - Evidence Summary

10.1.1 - Swindon tender evaluation process actively encourages innovation. Tender responses that demonstrate innovative processes, materials or alternative delivery methods are recognised within the evaluation and can achieve higher scores where they offer clear benefits such as improved efficiency, quality, safety, sustainability or value for money.

10.1.2 - we introduce innovative practices on an informal basis, such as specifying the use of warm mix asphalt on all our resurfacing schemes.

B10.1.5 - Further context on your innovation activities

Currently we're using a new method to patch our roads called thermal patching. Thermal patching works by heating up the loose material around potholes and mixing this with a small amount of asphalt, rather than cutting the asphalt from the road. It reheats the existing road surface, allows our team to make quicker repairs by reusing the surface material of the road, adds a special binder to strengthen the repair and smooths and compacts the surface for a longer-lasting finish.

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?	No

11.1.6 - Evidence Summary

Permit Scheme Evaluation reports have been published on the Council website
[Streetworks permit scheme | Swindon Borough Council](#)

B11.1.7 - Further context

The Council is currently reviewing and updating its register of Traffic Sensitive Streets to ensure that it is using the most up to date data when applying permit restrictions to streetworks to minimise disruption to the busiest parts of the network. The revision is at draft stage and will be subject to consultation in 2027 and this will include options relating to Lane Rental.

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?	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?	NA - please see below

12.1.5 - Evidence Summary

12.1.1. - Proposed interventions are reviewed by the Council's in-house Highway Design, Asset Management and Operations teams to ensure they are appropriate, technically robust and aligned with network needs, standards, whole-life considerations and operational requirements.

12.1.2 - This information is used to monitor value for money, identify cost trends and inform future maintenance planning, budgeting and procurement decisions.

12.1.3 - KPIs are defined under the Term Service Contract, but formal monitoring hasn't been fully embedded during the first-year mobilisation period. A review with the contractor is underway to establish fit-for-purpose measures, reporting, targets, and governance for ongoing performance monitoring.

B12.1.6 - Further context

12.4.1 - We currently operate a Direct Labour Organisation and so our reactive pothole repairs are carried out in-house and not by a contractor.

MAJOR ROAD MAINTENANCE PROGRAMME 2026/27						
Locality	Ward	Road Name	Carriageway Hierarchy Band	Proposed Treatment	Estimated cost	Current Works Programme
General						
n/a	n/a	Design & Consultancy Fees & Other Costs 2026/27	n/a	n/a	£310,000	n/a
Resurfacing & Strengthening						
West	Lydiard & Freshbrook	A3102 Blagrove Roundabout - Full junction area including various approaches & departures	2	Resurfacing & deeper repair	£412,000	Completed June 2026
Town Centre	Old Town	A4361 Croft Road - Newport Road to Springfield Road including Devizes Road roundabout	2	Resurfacing & deeper repair	£85,000	August - September 2026
Town Centre & South	Eastcott & Old Town	A4289 Bath Road - East of Eastcott Road junction/ pedestrian crossing to Victoria Road	2	Resurfacing & deeper repair	£106,000	August - September 2026
South	Lawn & Chiseldon	C3 Draycot Road & The Ridgeway - A346 junction to Borough Boundary (intermittent sections)	4	Resurfacing through various lengths to improve condition and skidding resistance	£90,000	August - September 2026
Town Centre	Central & Eastcott	C407 Commercial Road	2	Resurfacing & deeper repair/ shallow reconstruction	£149,000	March 2027
Town Centre	Eastcott	C408 Crombey Street - Whitney Street to Deacon Street (running lane only)	3	Resurfacing & Repair/ Shallow Reconstruction	£84,000	March 2027
Town Centre	Central & Eastcott	C409 Station Road - Cheltenham Street to Aylesbury Street	2	Resurfacing & deeper repair/ shallow reconstruction	£116,000	August - September 2026

Surface Treatment (and pre-patching)						
South	Wroughton & Wichelstowe	B4005 Wharf Road, Wroughton - North of village boundary to Mill Lane; Mill Lane to Wichelstowe Southern Access Road	4	Surface treatment pre-patching & standalone major patching including resurfacing of Mill Lane junction	£182,000	October - November 2026
South	Ridgeway	C3 The Ridgeway - B4192 junction to C29 junction	4	Surface treatment pre-patching	£76,000	October - November 2026
Other						
Various	Various	Machine Patching Programme, Classified Road Joint Sealing & Support Funding for Integrated/ Safety Scheme Carriageway Maintenance 2026/27	n/a	Major patching	£100,000	October - November 2026
Various	Various	Advanced Investigations & Designs	n/a	n/a	£60,000	October - November 2026
				Total =	£1,770,000	

West	Wroughton & Wichelstowe	Barrett Way - Full adopted lengths either side of Ellendune Centre	4	Inlay	£43,000	July - September 2026
West	Mannington & Western	Beaulieu Close	5	Inlay	£20,000	Completed July 2026
North Central	Gorse Hill & Pinehurst	Caulfield Road - Majority of main length	5	Inlay & Strengthening	£57,000	July - September 2026
East	Walcot & Park North	Cecil Road, Dacre Road & Rogers Close	5	Inlay	£70,000	July - September 2026
North East	St Margaret & South Marston	Colebrook Road - Section Nythe Road to east of Brooksby Way junction	5	Inlay	£62,000	July - September 2026
West	Mannington & Western	Deerhurst Way	5	Inlay	£20,000	Completed July 2026
Town Centre	Eastcott	Eastcott Road - Section North Street to South Street	4	Inlay/ patching	£77,000	July - September 2026
East	Walcot & Park North	Frobisher Drive - Walsingham Road to Queens Drive, including New College side access section	3	Inlay	£81,000	July - September 2026
West	Lydiard & Freshbrook	Gainsborough Way	4	Inlay	£79,000	July - September 2026
North	Haydon Wick	Holmleigh & Wheatlands	5	Inlay	£65,000	July - September 2026
North East	Blunsdon & Highworth	Manor Close, Blunsdon	5	Inlay	£17,000	July - September 2026
East	Walcot & Park North	Marlowe Avenue - Harrington Walk to Greenbridge Road	2	Inlay	£70,000	July - September 2026
North	Haydon Wick	Mellow Ground	5	Inlay	£27,000	July - September 2026
East	Liden Eldene & Park South	Overbrook - Side roads off Overbrook	5	Inlay	£113,000	July - September 2026
North Central	Penhill & Upper Stratton	Penhill Drive - Intermittent lengths; estimate total length of 5x50m lengths	3	Inlay/ patching	£87,000	July - September 2026

North Central	Rodbourne Cheney	Rowan Road	5	Inlay	£67,000	July - September 2026
South	Ridgeway	The Street, Liddington - B4192 to Ham Road	4	Inlay/ patching	£72,000	July - September 2026
Town Centre	Central	Vilett Street - Section from Farnsby Street to north-east of MSCP entrance	2	Inlay/ patching	£17,000	July - September 2026
North East	St Margaret & South Marston	Wildern Square - West & east cul-de-sac sections off of entry section	5	Inlay/ patching	£84,000	July - September 2026

Total = £1,389,000

FOOTWAYS ETC. MAINTENANCE PROGRAMME 2026/27

Locality	Ward	Road Name	Footway Hierarchy Band	Proposed Treatment	Estimated cost	Comments
General						
n/a	n/a	Design & Consultancy Fees & Other Costs 2026/27	n/a	n/a	£107,000	n/a
Reconstruction or Conversion						
North Central	Gorse Hill & Pinehurst	Dunbeath Road (sections) - Short intermittent repair sections.	3	Footway Reconstruction	£19,000	September - November 2026
North Central	Gorse Hill & Pinehurst	Elgin Drive: Cirencester Way to Bramble Road junction (sections) - Three sections south/west side between stream start and Tydeman Street subway ramp including access improvements	3	Footway Reconstruction	£64,000	September - November 2026
West	Lydiard & Freshbrook	Freshbrook Way (section) - South side parallel footpaths (intermittent sections)	5	Footway Reconstruction	£8,000	September - November 2026

West	Lydiard & Freshbrook	Gainsborough Way footways (sections) - Worsley Road to Freshbrook Way, intermittent sections on south side footpath between Worsley Road & Turnham Green, and on north side footway alongside school.	4	Footway Reconstruction	£30,000	September - November 2026
North East	St Margaret & South Marston	Grange Junior School Footpaths (section) - Section from Birchwood Road link path adjacent to school fencing to Goulding Close link	5	Footway Reconstruction	£19,000	September - November 2026
East	Liden, Eldene & Park South	Liden Cycletrack from Dorcan Way overbridge to Liden Centre (sections) - Dorcan overbridge to 30m south of side path from 49 Fairlawn (including side path to Fairlawn)	4	Footway Reconstruction	£66,000	September - November 2026
North Central	Rodbourne Cheney	Wedgewood Close	3	Footway Conversion/ Strengthening	£27,000	September - November 2026
West	Shaw	Westlea Drive to Welton Road Cycletrack (section) - Section from Welton Road south to cycletrack junction	3	Footway Reconstruction	£31,000	September - November 2026
West	Lydiard & Freshbrook	Worsley Road footways (section) - North side footways and driveways between Gainsborough Way & Symonds	4	Footway Reconstruction	£43,000	September - November 2026

Slurry Seal including pre-patching						
North	Haydon Wick	Caraway Drive & Southernwood Drive footways	5	Slurry seal & pre-patching	£47,000	September - November 2026
Town Centre	Central	Copse Avenue (section) - Mid section development area including section of cycletrack to Farriers Close	5	Slurry seal & pre-patching	£8,000	September - November 2026
Town Centre	Central	Farriers Close	4	Slurry seal & pre-patching	£13,000	September - November 2026
North East	St Margaret & South Marston	Oxford Road cul-de-sac estate footways including Oxford Road footways (section) - Full length of estate footways	5	Slurry seal & pre-patching	£48,000	September - November 2026
Total =					£530,000	