

Local Highways Maintenance Transparency Report

2026-27



Hampshire
County Council

Purpose

This report has been prepared to meet the Department for Transport (DfT) requirements for local highway authorities to publish information on their highway maintenance activities. Its purpose is to provide transparency on how highway maintenance funding is being invested, the condition of the local highway network, and the outcomes being delivered for residents, businesses and communities. By setting out information on maintenance activities, expenditure and network performance, the report helps local taxpayers understand how public funding is being used to maintain and improve the highway network and the benefits that investment is delivering across the county.

This is the second year that local highway authorities have been required to publish a Transparency Report. The reporting requirements have been expanded for 2026/27 to provide greater insight into the condition of local roads and to strengthen transparency, accountability and monitoring of how maintenance funding is allocated and used.

The report is structured in two parts. The main report provides a high-level overview of the County Council's highway maintenance activities and future plans. A separate technical annex, accessible via a link within the report, contains more detailed supporting information for readers who wish to explore specific topics in greater depth.

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What we are responsible for maintaining

Hampshire County Council is responsible for maintaining one of the largest local highway authority networks in the country. The network represents the County Council's most valuable physical asset and plays a vital role in supporting the economic, social and environmental wellbeing of residents, communities and businesses.

Given the scale of the network, the range and extent of highway assets for which the County Council is responsible for maintaining are both substantial and diverse. The summary below gives an indication of the scale of the main highway assets.

- **Carriageways** – 8,869km
- **Footways** – 6,799km
- **Bridges and Structures** – 1,773
- **Streetlighting** – 157,944
- **Highway Gullies & other non-linear drainage assets** – 245,165
- **Urban Grass** – 8,559km²
- **Traffic Signals and Signalised Crossings** – 1,021

Maintaining a highway network of this scale presents significant challenges. The network contains a wide range of assets with complex requirements, many of which are ageing and require increasing levels of maintenance and renewal. High traffic volumes (around 8 million vehicle trips daily) place continual pressure on the infrastructure, accelerating deterioration. Changing weather patterns, including periods of intense rainfall, flooding, and extreme temperatures, adversely affect asset condition and increase maintenance demands.

The network must also support economic growth, housing development, active travel and public transport objectives while remaining safe, reliable and accessible for all users. Limited funding requires investment decisions to be carefully prioritised using asset management principles, balancing risk, condition, performance and whole-life costs to achieve the greatest value from available resources.

Road condition

All local highway authorities are required to use road condition surveys to assess the state of their roads. The results from the surveys 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

Road condition assessments for A, B and C roads were carried out using a Surface Condition Assessment for the National Network of Roads (SCANNER). This methodology was a statutory requirement for local highway authorities for the years shown in the tables below and the results therefore comparable across the country.

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

The condition results for the roads that Hampshire County Council are responsible for maintaining are shown in the following tables.

A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3%	20%	77%
2024	4%	21%	75%
2025	5%	21%	74%

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%	22%	75%
2024	4%	24%	72%
2025	5%	24%	71%

U roads

Year	Percentage of road in red category
2023	7.3%
2024	7.4%
2025	7.7%

Additional information on carriageway condition

Collecting condition data on the unclassified network is not currently required by the DfT. However, unclassified roads account for over 50% of the local road network. It is therefore considered essential that information is collected on these roads so that we can identify, prioritise and develop targeted works programmes. To achieve this the County Council procures an external Annual Engineers Inspection (AEI).

The 'Red' category for AEI is calculated in a different way to SCANNER and is therefore not directly comparable. It should be noted that different highway authorities use different surveys methodologies, so it is not possible to make direct comparisons between authorities.

It is recognised nationally that the condition of local highway authority networks is deteriorating and are increasingly less resilient to the demands placed upon them. The figures show this decline and demonstrate the need for a significant increase in long-term investment from Government to address this issue.

What we are doing about potholes and other road defects

What is a pothole?

A pothole is a defect in the pavement surface where a section of the carriageway or footway has broken away, leaving a hole or depression. Potholes typically form when water enters cracks in the surface and weakens the layers beneath. Repeated traffic loading and the effects of weather cause the surface material to deteriorate and break apart. Over time, loose material is displaced, creating a pothole that can continue to grow if left untreated.

Potholes can be categorised as safety or non-safety defects based on the level of risk it presents to highway users. To be categorised as a safety defect a pothole must exceed defined investigatory thresholds, such as depth, size, or location, and present an immediate risk to road users that requires prompt repair to maintain network safety.

Hampshire County Council's investigatory levels for potholes are:

- **Carriageway** - Any vertical or steep faced pothole greater than 40 to 50mm in depth and greater than 300mm in any dimension.
- **Footway** - Any vertical or steep faced pothole greater than 25 to 30mm in depth and greater than 150mm in any dimension.

What we are doing to tackle potholes

The County Council adopts a comprehensive asset management approach to ensure highway services are delivered as effectively as possible. A key objective is to maintain a safe highway network through data-led investment and maintenance strategies that balance planned, preventative, and reactive works to achieve the best long-term value.

Regular condition surveys are undertaken across the network to identify and prioritise roads requiring treatment. This information is used to deliver targeted preventative maintenance programmes such as surface dressing and micro-asphalt on roads showing early signs of deterioration to prevent more significant defects from developing.

The County Council also invests in planned resurfacing programmes that strengthen roads, improve resilience, and reduce the need for more costly reactive repairs in the future. Planned and preventative maintenance play a vital role in reducing the number of potholes and other defects that occur. However, given the size of the network and the resources available, it is not possible to prevent all defects from forming.

To manage these risks, the County Council undertakes a robust programme of risk-based highway safety inspections. These inspections enable defects, including potholes, to be identified, assessed, and repaired where they present a risk to highway users.

In 2025/26, reactive maintenance programmes repaired an estimated 39,431 potholes and other highway defects. While permanent, first-time repairs remain the preferred approach, periods of prolonged adverse weather and high demand can sometimes require temporary repairs to make defects safe until a more durable solution can be delivered. This approach helps maintain network safety while ensuring resources are used effectively.

How members of public can report potholes and other highway defects

Members of the public can report potholes and other highway defects through Hampshire County Council's online reporting service, which covers issues such as potholes, damaged pavements, drainage problems, streetlights, signs and overgrown vegetation.

Reports can be submitted via an interactive map, with the option to upload photos and track progress. Hampshire also accepts reports through FixMyStreet, which is integrated with the County Council's core highways management systems, ensuring reports are received and processed through the same workflow. Potholes and other highway defects can be reported at [Hampshire Highways – Report a Problem](#).

What happens after a pothole is reported

Once a pothole or other highway defect has been reported, a member of the County Council's highways staff inspects the defect and assesses it against the investigatory level criteria set out in the County Council's [Highway Safety Inspection Manual](#).

The risk is assessed by considering the severity of the defect and the probability of the defect causing an issue based upon the use and importance of the section of the network the defect is located on. These two factors are used to identify the most appropriate response timescale. Where a repair is required, an order is issued to the County Council's term highways contractor to complete the repair within the specified timescale.

What we spend to maintain the highway network and where the funding is coming from

Spending on highways maintenance (capital and revenue)

	2024-25 (£,000s)	2025-26 (£,000s)	2026-27 projected (£,000s)
Total spend on highways maintenance	£120,366	£105,653	£107,646
Of which spent on:			
Carriageways	£53,667	£44,861	£44,611
Footways	£5,822	£5,847	£5,898
Structures (for example bridges or tunnels)	£7,442	£4,812	£4,862
Drainage	£12,184	£11,456	£12,130
Street lighting	£11,979	£11,038	£11,205
Traffic Signals	£3,750	£2,402	£3,732
Urban and Rural Grass	£4,900	£5,615	£5,638
Winter and weather emergencies	£5,709	£4,796	£6,111
Other assets & activities	£14,913	£14,826	£13,459

Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25 (£,000s)	2025-26 (£,000s)	2026-27 projected (£,000s)
Capital funding received through the Department for Transport / UK Government	£37,718	£52,926	£54,748
Additional highways maintenance capital funding provided by the County Council	£34,501	£4,404	£5,000
Highways maintenance revenue funding provided by the County Council	£48,147	£48,323	£47,898
<u>Total</u>	£120,366	£105,653	£107,646

Our maintenance plans for this year

Highways maintenance plans for 2026-27

The County Council will be delivering extensive programmes of work across all areas of the highway service in 2026-27.

The Planned Maintenance Team are responsible for delivering planned structural and preventative works for carriageways, footways, and drainage. The programmes commenced in April and are on track to deliver:

- 101 Carriageway resurfacing sites (total length 41km)
- 126 Carriageway preventative surface treatments sites (total length 172km)
- 21 Footway surface treatment sites (total length 37km)
- 30 Footway reconstruction sites (total length 19km)
- 15 Structural drainage schemes

In addition to the above there are numerous other programmes of work that will be delivered by various teams across the highway service. These include:

- Undertaking 26,500m² of planned carriageway patching
- Replacement of 2 major bridges and 11 footbridges and over 500 repairs to other bridges and structures
- Refurbishing 8 traffic signal junctions and controlled crossings
- Cleansing of over 130,000 drainage assets such as road gullies and soakaways

Planned carriageway and footway works

To view a full list of all the planned carriageway and footway schemes for 2026-27 please use the following link [Planned Maintenance 2026-27](#).

How decisions are made on our maintenance plans

The funding for highway maintenance is insufficient to treat every road and footway requiring work, making it essential to target investment where it will deliver the greatest benefit.

The Highways Asset Management Team routinely collects and analyses data collected from nationally recognised condition surveys. The data is used to model asset deterioration, identify future maintenance needs across the network, and to assess the likely outcomes of different funding strategies.

The data is also used alongside skid-resistance data, the network hierarchy, maintenance history, safety considerations and local engineering knowledge to identify and prioritise sites for treatment. These sites are then reviewed and validated on site by highway engineers.

This evidence led, risk-based approach supports the development of targeted planned maintenance programmes, combining preventative treatments with more substantial resurfacing works to maximise asset life, improve network condition and deliver the best value from available funding.

Transparency Report – Technical Annex

The Technical Annex provides detailed supporting information to accompany the Local Highways Maintenance Transparency Report. It sets out additional technical, operational and asset management information that underpins the County Council's approach to maintaining and managing the highway network.

The annex can be accessed using the link below and provides further evidence on asset management practices, data quality, performance monitoring, lifecycle planning and maintenance activities. It offers a more detailed insight into how maintenance decisions are informed, prioritised and delivered.

[Hampshire County Council Transparency Report 2026-27 - Technical Annex](#)