

Transparency report – Technical Annex

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	£2,011,000	£2,731,000	£2,840,000
Other DfT capital funding utilised by local authority for highways maintenance	£10,480,534	£10,284,490	£9,984,310
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£3,389,920	£8,109,463	£6,330,996
Total Capital funding allocated to highways maintenance	£15,881,454	£21,124,953	£19,155,306

B1.1.2 - Additional information on funding figures

Portsmouth's highways maintenance service is mainly delivered through a long-term PFI contract. The funding shown comes from a mix of Department for Transport funding and Council funding, which support both the PFI contract and additional highway maintenance schemes delivered outside the contract.

Funding for the PFI contract is generally stable from year to year, with changes mainly reflecting inflation. Increases in Department for Transport maintenance funding reflects additional government investment in highway maintenance. As a result, Portsmouth's funding profile may differ from councils that use more traditional highways maintenance contracts.

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
--	------------

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£15,881,454	£21,124,953	£19,155,306
Total highways maintenance revenue spend	£20,700,334	£16,637,182	£17,661,050
Total spend	£36,581,788	£37,762,135	£36,816,356

B1.2.2 - Additional information on total spending figures

Portsmouth's highways maintenance service is mainly delivered through a long-term PFI contract. The contract provides routine maintenance, major repairs and planned renewals across the highway network through a single, integrated service. This supports a long-term approach to managing assets and maintaining network condition.

Total spend remains broadly stable at around £37 million per year. Changes between years mainly reflect inflation within the PFI contract and the timing of additional capital schemes delivered outside the contract.

The balance between capital and revenue expenditure can vary from year to year depending on the mix of planned renewal and maintenance activities being delivered.

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	£5,698,874	£1,410,543	£5,108,437	£1,497,349
Structural carriageway maintenance	£9,565,966	£2,256,868	£8,574,876	£2,395,758
Planned carriageway repair / patching programmes	£5,088,280	£1,128,434	£4,561,103	£1,197,879
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£169,265	£0	£179,682
Reactive carriageway repairs / patching (permanent repairs)	£0	£394,952	£0	£419,258
Reactive carriageway repairs / patching (total)	£0	£564,217	£0	£598,940
Other carriageway-related spend	£0	£282,109	£0	£299,470
Total	£20,353,120	£5,642,171	£18,244,416	£5,989,396

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

Portsmouth's highway maintenance service is delivered through a long-term fixed-price PFI contract that focuses on keeping roads in good condition through planned maintenance and timely renewal of assets. This approach helps prevent defects from developing and supports long-term network performance.

As a result, most investment is directed towards preventative maintenance, structural renewals and planned carriageway repair programmes. All capital expenditure has therefore been allocated to planned maintenance activities. Revenue expenditure includes day-to-day maintenance activities, including a small proportion of reactive repairs. The allocation reflects the maintenance approach used across Portsmouth's highway network.

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	2.52km	n/a	1965m ²	4578m ²	495m ²
2026-27 projected	~3km (Subject to change)	n/a	12407m ²	n/a	n/a

B2.1.1 – additional information on surface treatments and repairs

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

B2.1.2 – Further information and context

Pothole Repairs are covered in section B3 below.

Other surface treatments include the removal of life expired slurry / ultra-thin surfacing to concrete residential roads. These remedial surfacing materials are de-bonding from the surface and are a problem for micro-mobility transport.

Due to the nature of the HPFI maintenance contract and the Core Investment Programme at the start of this Contract little or no structural maintenance has been required to date. The network continues to be monitored through annual surveys.

B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

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

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
Category 1.1 Defect	Potholes and small area depressions greater than 20mm in depth that are creating, or are likely to create, a hazard.	Road hierarchy, traffic volumes, location within the carriageway, proximity to junctions, pedestrian crossings and cycle routes, vulnerability of users, likelihood of deterioration and safety risk.	1 hour	28 days
Category 1.2 Defect	Defects that present a potential hazard or where there is a risk of rapid deterioration but do not require the immediate response associated with Category 1.1.	Road hierarchy, traffic levels, defect location, rate of deterioration, risk to road users and network resilience.	24 hours	28 days
Category 2 Defect	Defects not meeting Category 1 criteria but involving a risk of structural deterioration, reduction in safety, serviceability or environmental performance.	Asset condition, rate of deterioration, network importance and maintenance efficiency.		6 months

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	1,349
--	-------

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
1,195	0	0	154

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)	£65	Unit/average cost of a temporary pothole repair on your network (reactive)	£30
--	-----	--	-----

B3.3.1 - Additional information on pothole prices

Portsmouth's highway network is maintained through a long-term PFI contract that focuses on keeping roads in good condition through planned maintenance and resurfacing. Because pothole repairs are included within the overall contract price, separate repair costs are not recorded. The figures provided are therefore reasonable estimates for

Portsmouth's network rather than actual contract rates. A cost of £65 has been used for a permanent repair and £30 for a temporary repair. These figures reflect the network's generally good condition and the contract's focus on preventing defects through planned maintenance and early intervention.

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

B3.4.5 - Evidence Summary

Portsmouth City Council's Highways PFI Contract adopts a whole-life asset management approach that promotes durable, cost-effective repairs and lifecycle planning. Repair methods, materials and workmanship requirements are specified within the contract and supporting specifications.

The Council monitors contractor performance through inspections, condition surveys, performance indicators, audits and programme reviews to ensure that repairs are appropriate to the condition and expected life of the asset. Asset condition data and repair records are used to inform future maintenance decisions, helping to maximise network longevity, target investment effectively and reduce the need for repeat interventions.

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

ID	Question	Answer
3.5.1	Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	Yes
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	Yes

B3.5.3 - Evidence Summary

Public reports are an important source of information used to support Portsmouth City Council's highway inspection and maintenance activities. Reports received through the Council website, MyPortsmouth app, telephone channels and the highways contractor are logged, reviewed and assessed alongside routine inspection and condition data.

Reported defects are risk assessed and prioritised in accordance with the Highways PFI Contract and Safety Defect Guidance. Residents receive updates on the outcome of their report, including where no further action is required because the defect does not meet the intervention criteria. This helps maintain transparency and supports evidence-led maintenance planning

B3.5.4 - Tools used for reporting

Residents can report potholes and highway defects through the Council website, the MyPortsmouth app or by telephone. The MyPortsmouth app allows users to pinpoint the exact location of a defect, upload photographs and updates on the progress and outcome of their report if they require.

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	166
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	27
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	30
4.1.4	Number of General Inspections carried out in 2025-26	30
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	29
4.1.6	Number of Principal Inspections carried out in 2025-26	29

B5 – Asset Management

This section focuses on asset management practices that underpin how the authority plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

B5.1 - Asset Management Strategy and Policy

The questions in this section (B5.1) relate to the asset management condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#). Completion of this section forms part of the evidence required to meet this incentive funding condition.

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	Yes
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy.	
	The policy document can be found at Highways Asset Management - policy (PDF) with strategy is currently going through internal approval process and will be available by end of September 2026.	
5.1.3	Please provide the date it was last reviewed or updated	9 th September 2026

5.1.4	Please provide proof of the review or update.
	The Highways Asset Management Policy and Strategy were reviewed and updated during 2026 using the principles set out within the Code of Practice for Well-Managed Highway Infrastructure, ISO 55001 asset management principles, Department for Transport highways maintenance guidance and current asset management good practice. The review also considered Portsmouth City Council's Corporate Plan, Local Transport Plan and long-term network requirements. The updated documents establish a risk-based, whole-life asset management approach that links maintenance and investment decisions to asset condition, risk, service outcomes and long-term value.
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.
	<i>PCC's Highways Asset Management Policy and Strategy are both being reviewed at this time. It is expected to have completed this review by the 30th September 2026</i>

Key aspects of highways asset management approach

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

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Please complete the table below for your key highway assets.

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

5.2.1 - Further context

All the HPFI assets are held on an arcGIS database, this includes the current condition data. There are highway assets outside of this contract [non HPFI assets] that have been located and digitised, their condition is currently being assessed and recorded.

With regards to Drainage, we are in the process of reviewing the database coverage. We have identified several newer highways drains that have not been recorded. These drains are *being added to the asset data, and a programme of condition surveys are being planned.*

B5.3 – Asset data integration and management

This section seeks to understand the maturity of how asset data is managed and integrated to support planning and investment decisions.

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	X
A single digital platform or a set of connected platforms used across the highways service	
Other (please set out in further context)	

B5.4 – Lifecycle planning and investment decision-making

This section focuses on whether the authority uses **lifecycle planning** to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for carriageways to support maintenance investment decisions?	Yes
5.4.2	Do you use lifecycle plans for footways to support maintenance investment decisions?	Yes
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	Yes

B5.4.4 - Evidence Summary

The Council's Highways Asset Management Policy establishes a risk-based, whole-life approach to maintenance and investment. Carriageways, footways and structures are regularly surveyed and monitored using condition information, inspections and asset data.

Under the Highways PFI contract, condition indices and technical investigations are used to inform asset lifecycle plans and one-year and five-year programmes of work. These programmes are reviewed annually and amended where asset condition, risk, performance or operational priorities change. Completed works are subsequently monitored to confirm that the intended outcomes and asset management benefits have been delivered.

B5.5 – Performance monitoring and continuous improvement

This section focuses on whether the authority monitors the effectiveness of its asset management approach and uses performance information to inform ongoing investment and prioritisation decisions.

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

B5.5.5 - Evidence Summary

A formal value for money review has not been carried out in the last 3 years, The PFI contract being a long term, 25 year, contract leaves little room to change the funding mechanism.

The PFI has Performance Standards by which the asset management of the network is measured. These performance standards and the condition indexes [in B5.4] give us the intelligence to measure trends. This informs maintenance planning and prioritisation annually.

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	3 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	4652m2
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	Yes
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No

ID	Question	Answer
	a. Structural maintenance / reconstruction (in km)	Included in carriageways
	b. Preventative maintenance treatments (in km)	Included in carriageways

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

Under the Highways PFI contract, Footway Condition Index (FCI) surveys are used to monitor asset condition and ensure compliance with contractual performance standards. Maintenance interventions are prioritised using FCI results, safety inspections, accessibility requirements, customer reports and network importance to maximise asset life and minimise long-term costs.

The Council maintains a complete inventory and condition dataset for footways and cycleways, enabling evidence-based investment decisions and coordinated programming alongside carriageways and other highway assets. The approach supports the delivery of safe, accessible and resilient walking and cycling infrastructure while ensuring the network remains sustainable and maintainable through the PFI hand back period and beyond.

B6.1.7 - Evidence Summary

Life Cycle Replacement Resurfacing 3621m2	Surry Seals 28608m2
Preventative maintenance treatments 62m2 For Temporal repairs 2173m2 for permanent repairs	

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	20%
	b) Planned maintenance (routine/cyclical and/or risk-based)	80%
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?	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

Drainage maintenance is delivered through the Highways PFI contract using a risk-based approach informed by inspections, cyclical cleansing, condition assessments and reported flooding events.

The Council maintains records of known drainage issues and locations susceptible to flooding and surface water accumulation. Planned maintenance forms the majority of activity, supporting network resilience and reducing deterioration associated with standing water and blocked drainage systems

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

The drainage within the city is predominantly via Southern Water [SW] Combined Sewers. There are only a small amount of highway drains within the city [40km], not sufficient to warrant smart sensors or remote telemetry for the highway drains. However, SW as part of their Clean Rivers and Seas Scheme a programme of works in the city involves installing technologies to monitor flow rates in their pipework. This will allow SW and PCC to monitor flows and identify problem areas.

B8 – Skills and training

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

B8.1.7 - Evidence Summary

Portsmouth City Council maintains a structured approach to skills development and competency management for highways asset management staff. The Council supports professional development through recognised training schemes, including the ICE Training Scheme, and provides financial support for professional training and qualifications.

Professionally qualified leadership is embedded within the service, with both the Head of Highways and Coastal Maintenance and the Assistant Director holding Chartered Engineer status. Competence requirements are defined for key asset management roles, with training and development plans used to address any identified gaps. The Council also supports future talent through apprenticeship and early career development programmes, helping to maintain a sustainable and skilled workforce.

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

Asset Management Training - 5 Day IAM Certificate Course

- Head of Highways and Coastal Maintenance - completed
- Operations and Performance Management - completed
- Technical Manager - completed
- Technical Lead - to complete

B9 – Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience.

Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping authorities to optimise durability, manage risk and deliver best whole life value from their assets.

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	Yes
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	No
9.1.3	If yes when did you last update this.	N/A
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	Yes
	- targeted slope / ground stability / landslip mitigation	Yes
	- Heat-resilient materials or surface treatments	Yes
	- Tree planting / shading for heat management	Yes
	- Other (please specify)	Yes
	- Lighting LED Street Lights and CMS	Yes
	- 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.	Yes

ID	Question	Yes/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?	Yes

B9.1.8 - Evidence Summary

The updated Highways Asset Management Policy requires maintenance and investment decisions to consider climate resilience, whole-life carbon, drainage performance, sustainable materials, biodiversity opportunities and the needs of users choosing to walk, cycle and use public transport.

Portsmouth's Highway PFI adopts a proactive, asset management-led approach to climate resilience, underpinned by ISO 55001 principles and mature governance arrangements. A Network Board established under the PFI contract provides strategic oversight and ensures alignment with Portsmouth City Council's wider corporate objectives. Supporting this governance structure are joint PCC,

Colas and Ensign Working Groups covering technical asset management, biodiversity, decarbonisation, asset data and hand-back planning. Climate adaptation measures include proactive drainage maintenance, targeted lifecycle interventions, street tree management and reuse of existing concrete carriageways. The project also supports decarbonisation through LED street lighting, electric fleet deployment and data-led asset management practices.

PCC is also supporting SW as part of their Clean Rivers and Seas Scheme's programme of works in the city.

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

Climate resilience is embedded within Portsmouth's Highway PFI through a mature asset management framework aligned with ISO 55001 principles. Asset condition data, network inspections, condition surveys, drainage investigations and lifecycle planning processes are used to identify current and emerging risks and ensure timely intervention before significant deterioration occurs.

The project benefits from a well-established governance structure centred on the PFI Network Board. The Board brings together Portsmouth City Council, Colas and Ensign and provides strategic leadership for the service, ensuring that highway investment and operational decisions remain aligned with PCC's wider corporate priorities and deliver long-term benefits for residents, businesses and visitors.

Reporting into the Network Board are several Joint Working Groups covering technical asset management, asset registers, network condition, hand back planning, biodiversity, decarbonisation and operational performance. These forums support collaborative decision-making, information sharing and continuous improvement.

Proactive drainage maintenance, including cyclical gully cleansing, jetting and inspections, helps manage increasing rainfall intensity and reduce flood-related risks. Street tree management contributes to biodiversity, urban cooling and improved air quality. In selected locations, deteriorated asphalt overlays have been removed to expose and retain

underlying concrete carriageways, extending asset life while providing lighter coloured surfaces that absorb less heat than conventional asphalt. Collectively, these measures support long-term network resilience and climate adaptation.

B10 – Innovation

ID	Question	Yes / No
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
10.1.2	Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business as usual operations?	Yes
10.1.3	If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	Yes

10.1.4 - Evidence Summary

Innovation within Portsmouth's Highway PFI is supported by an established governance framework that promotes continuous improvement and knowledge sharing between PCC, Colas and Ensign.

Opportunities to improve service delivery, asset performance and environmental outcomes are reviewed through the Network Board and associated Working Groups covering technical matters, biodiversity and decarbonisation.

Examples include AI-assisted defect identification, digital asset intelligence, preventative maintenance techniques, fleet electrification and the implementation of a citywide LED street lighting programme with Central Management System (CMS). These initiatives have improved operational efficiency, reduced energy consumption and carbon emissions, and enhanced long-term asset management capability.

B10.1.5 - Further context on your innovation activities

The PFI promotes innovation through structured collaboration and long-term asset management planning. Emerging technologies, materials and practices are regularly reviewed through established governance forums and incorporated where they demonstrate operational, financial or environmental benefits.

Innovations adopted include AI-enabled defect identification, digital asset intelligence, deployment of electric cars, vans and 7-tonne flatbed vehicles, optimisation of drainage maintenance programmes and the continued use of lower-carbon lifecycle interventions.

The successful delivery of the LED street lighting programme demonstrates how innovation can be implemented at scale to deliver measurable benefits for service performance, energy efficiency and carbon reduction.

10.2 – Examples of innovations that have been adopted

LED Street Lighting and Central Management System (CMS)

Portsmouth City Council, Colas and Ensign jointly developed the business case for conversion of the city's street lighting stock to LED technology. The programme was delivered between 2017 and 2019 and incorporated a Central Management System (CMS)

for remote monitoring and management. The initiative has delivered significant energy savings, reduced carbon emissions, improved asset reliability and lower maintenance costs. It has been implemented across the city and forms a key component of PCC's decarbonisation strategy.

AI-Assisted Network Intelligence and Defect Identification

The project explores the use of digital highway surveys and AI-assisted defect identification tools to support asset condition assessments and maintenance planning. This approach improves consistency of inspections, strengthens network intelligence and supports earlier intervention through preventative maintenance strategies.

Concrete Pavement Asset Retention

In selected residential locations, deteriorated asphalt overlays to concrete carriageway pavements have been removed to expose and retain the underlying concrete carriageway rather than asphalt resurfacing. This approach reduces material consumption and lowers intervention costs. As an additional benefit, the lighter coloured concrete surface absorbs less solar heat than conventional asphalt, contributing positively to adaptation measures associated with increasing summer temperatures while preserving existing highway assets.

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?	In Progress
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?	In Progress

11.1.6 - Evidence Summary

Colas carry out network management functions on behalf of Portsmouth City Council. This includes sample & routine inspections for utility works on the Portsmouth network as per the New Roads & Streetworks Act 1991 (NRSWA). Between 60-100 Cat A, B & C inspections are logged per month. In addition, permit compliance audits are carried out daily.

Quality of works are enforced through defects identified during inspections and implementing associated performance management measures where necessary. 3-month performance reviews are scheduled with utility companies that have a significant presence on the network on a regular basis. FPNs and other legislative charges such as S74 overruns are issued on works that fail to adhere to permit conditions. An average of 30 FPNs are issued each month and <10 S74 charges.

Colas distribute resurfacing programmes to utility companies on a yearly basis. They encourage any works that may be on the horizon in any of the given locations to take place prior and advise of an imminent S.58. Regular meetings and discussions take place between utility companies, Colas & PCC to determine large-scale projects as far in advance as possible to determine any collaboration.

The Year 3 Portsmouth Permit Scheme annual report was due in 2023. Please find a copy of the report here: [Year 3](#)

Portsmouth City Council are currently undertaking a full business case for the implementation of a lane rental scheme. This also includes a review of traffic sensitive streets. The review notice will be available in July/August 2026.

These arrangements are designed to support compliance with the statutory guidance for permit schemes and the Council's wider network management duty under the Traffic Management Act 2004 by reducing disruption and promoting effective coordination of highway works

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?	Yes

12.1.5 - Evidence Summary

Portsmouth City Council maintains a client function with in-house technical expertise to independently assess, and challenge maintenance interventions proposed by contractors (PFI Contract with Ensign / Colas). Contract performance is managed through established KPIs, routine monitoring, performance reporting and regular contract review meetings.

The Council analyses maintenance costs and benchmarks performance to support value for money and continuous improvement. Contract arrangements promote durable, permanent repairs where appropriate, reducing repeat interventions and improving network resilience.

Through active contract management, technical assurance and data-led decision making, the Council ensures highway maintenance activities are delivered efficiently, safely and in accordance with agreed service standards.

B12.1.6 - Further context

Portsmouth City Council retains a suitably qualified and experienced in-house highways team with expertise in highway asset management, engineering, maintenance planning, structures and network management. This technical capability enables the Council to independently review, assess and challenge maintenance interventions proposed by contractors, ensuring that recommendations align with asset condition data, risk assessments, lifecycle planning principles and available funding.

Decisions on maintenance priorities are informed by inspections, condition surveys, asset management systems and engineering judgement rather than relying solely on contractor recommendations.

The Council's client team works collaboratively with contractors while maintaining independent oversight and assurance, ensuring that proposed treatments represent the most appropriate, cost-effective and sustainable solution for the highway network.

This approach supports robust decision-making and the delivery of long-term value from maintenance investment.