Highways Maintenance Transparency Report

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Transparency report – Core report

How we maintain local roads, pavements, and the wider highway network in Bracknell Forest Highways

A1 – What we are responsible for maintaining

- **Carriageways** - 483 km (https://www.gov.uk/government/statistical-data-sets/road-length-statistics-rdl)
- **Footways** - 592 km (https://www.gov.uk/government/statistical-data-sets/road-length-statistics-rdl)
- **Cycleways** - 54 km (https://www.bracknell-forest.gov.uk/roads-parking-and-transport/roads/roadworks/renewing-road-surfaces/local-highways-maintenance-transparency-report)
- **Structures** - 193 (https://www.bracknell-forest.gov.uk/sites/default/files/2022-03/Highway-infrastructure-asset-management-plan-hiamp-2022.pdf)
- **Lamp columns** - 14,140 (https://www.bracknell-forest.gov.uk/sites/default/files/2022-03/Highway-infrastructure-asset-management-plan-hiamp-2022.pdf)
- **Drainage gullies** - 21,598 (https://www.bracknell-forest.gov.uk/sites/default/files/2022-03/Highway-infrastructure-asset-management-plan-hiamp-2022.pdf)

Bracknell Forest Council maintains a substantial and varied network shaped by both New Town infrastructure and older village streets. Much of Bracknell's planned highway network dates from the late 1950s and 1960s, so a significant proportion of assets are now ageing and require increasing levels of maintenance. Key challenges include balancing investment across busy strategic routes, residential roads, footways and cycleways, while also maintaining drainage, structures and lighting assets. Traffic loading, weather impacts such as prolonged rainfall and freeze-thaw conditions, and the need to manage whole-life costs all influence deterioration rates. The borough's mix of modern distributor roads, roundabouts, subways and historic streets also means maintenance solutions must be tailored to local context. The council's asset management approach, set out in the HIAMP and HMMP, is therefore based on risk, condition, lifecycle planning and targeted preventative maintenance to make best use of available funding.

A2 – Road conditions in Bracknell Forest Highways

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	5.5%	22.6%	71.9%
2024	7.1%	27.1%	65.8%

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2025	6.4%	23.6%	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
2023	3.2%	18.8%	78%
2024	3.7%	20.8%	75.5%
2025	3.3%	19.4%	77.3%

A2.3. U roads

Year	Percentage of road in red category
2023	23%
2024	19%
2025	14%

A2.4. - Additional information on carriageway condition

This data shows that road condition is generally improving within Bracknell Forest which ties into the Council committing to fund an additional 4 million over a three year period (2022-2026). The 2026 figures are not yet reported to DFT but show a continued improvement for most road categories. The A, B and C road condition data is collected by a specialised contractor on an annual basis. The SCANNER data is collected between spring and autumn, but at different times each year to allow for differing weather and fluctuating road conditions. The borough's U roads (predominantly residential and unclassified rural roads) are surveyed bi-annually, with the north of the borough surveyed one year and the south the next year - on an ongoing basis. A specialist contractor visits each road and visually inspects the road, known as a Coarse Visual Inspection (CVI) survey.

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

A3.1. – What is a pothole?

In Bracknell Forest, a pothole is treated as a carriageway defect where surface material has broken away and the defect meets the council's investigatory level or presents a significant safety risk. Under the HMMP, the normal investigatory level for carriageway potholes, failed reinstatements, missing slabs, sunken tracks and low, loose or damaged ironwork is 40mm, where the defect is greater than 150mm diameter. Depressions or humps greater than 2000mm long and 600mm wide are also investigated at 40mm. Each defect is risk assessed, considering road hierarchy, traffic speed and volume, position in the carriageway and user vulnerability. Category 1 defects requiring an emergency response are attended to or made safe within 2 hours; Category 2 defects requiring urgent attention are made safe within 24

hours; lower-risk defects may be repaired within 28 days or monitored for planned maintenance.

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

Bracknell Forest tackles potholes through a risk-based service set out in the Highway Management and Maintenance Plan (HMMP) 2023 and supported by the Highway Infrastructure Asset Management Plan (HIAMP). The HMMP sets out inspection frequencies, investigatory levels, defect categories and response times for reactive maintenance, while the HIAMP provides the wider framework for lifecycle planning, risk management and investment prioritisation. Defects identified through safety inspections, public reports and local knowledge are assessed against published intervention criteria and directed to the most appropriate treatment, including urgent make-safe works, temporary repair, permanent repair, patching, resurfacing or preventative maintenance, depending on risk, location, network hierarchy and condition. In line with the Council's asset management approach, permanent repairs are prioritised where safe and practical, with temporary or make-safe repairs used where immediate safety, traffic management, weather, material availability or programme constraints mean a first-time permanent repair is not suitable. Bracknell Forest is also investing significant capital funding in preventative maintenance, including treatments such as surface dressing, to slow deterioration, reduce repeat short-term fixes and target funding where it delivers the best whole-life value. The published Bracknell Forest pothole records show that the Council repaired an estimated 1,007 potholes during 2024/25; the current estimate for 2025/26 is 1,548 potholes repaired.

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

Members of the public can report potholes and other highway defects online through Bracknell Forest Council's Report webpages, including issues such as potholes, damaged roads, pavements, kerbs, drainage, gullies and road markings. Information on pothole performance is also published on the council's pothole repairs webpage. Anyone unable to report online Report an issue – Bracknell Forest Council can contact Bracknell Forest Council Customer Services on 01344 352000 for assistance or to be directed to the appropriate service.
Report defects: https://www.bracknell-forest.gov.uk/roads-parking-and-transport/roads/road-repairs-and-issues/report-potholes-and-other-road-repairs-and-issues

A3.4. What happens after a pothole is reported

When a pothole or highway defect is reported, it is logged and assessed against the Council's inspection and risk-based intervention criteria. If the defect meets investigatory levels or presents an immediate safety risk, it is prioritised for attendance within the appropriate response category. High-risk defects are made safe urgently, typically within two hours, while lower-risk defects may be programmed for permanent repair, patching, or inclusion in planned maintenance within seven days. Defects that do not meet intervention criteria are recorded for monitoring and future review. Customers receive an acknowledgement and, where no action is required, a follow-up explanation

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)
Totals spend on highways maintenance	£9,018,425.93	£10,393,513.07	£10,363,990
Of which spent on:			
Carriageways	£5,004,631.84	£6,179,636.96	£6,483,410
Footways	£77,455.54	£65,452.95	£11,910
Structures (for example bridges or tunnels)	£388,488.1	£604,501.85	£668,750
Drainage	£908,000.97	£603,248.73	£404,910
Street lighting	£1,504,406.11	£1,692,296.9	£1,753,220
Other assets	£1,135,443.37	£1,248,375.68	£1,040,790

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	£3,118,000	£4,595,000	£4,802,000
[If applicable]: Additional highways maintenance funding provided by the Council or third parties	£3,800,000	£2,800,000	£2,910,000
Total	£6,918,000	£7,395,000	£7,712,000

A5 – Our maintenance plans for this year

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

• Inlay surfacing to all classes of Roads - £3,190,000 2 months between August and October - 8km of carriageway to be resurfaced
• Preventative Road Surface treatments - £1,350,000 May to June 2026 6km
• Footway , Cycleway surface preventative treatments - £200,000 March 2027
• Localised Remedial Works, preventative works in isolation to maintain integrity of carriageways and footways. - £660,000
• Structures – £370,000 - 2 major schemes aimed at the summer holidays 2026
• Drainage - £220,000 -
• Electrical Maintenance – 580,000

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

https://www.bracknell-forest.gov.uk/roads-parking-and-transport/roads/roadworks/renewing-road-surfaces/proposed-roads-re-surfacing-programme-2026-2027

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

Bracknell Forest prioritises highways maintenance using a risk-based, evidence-led asset management approach. Investment decisions are informed by asset condition data collected annually, safety inspections, road hierarchy, lifecycle planning, scheme costs, network resilience and whole-life value. This helps target the right treatment at the right time, balancing structural maintenance, preventative treatments and reactive repairs. The annual works programme draws on survey data, local knowledge and asset performance information, with priority given to locations where intervention will best manage risk, slow deterioration and reduce future cost. Efficiency is improved by coordinating works across asset types, aligning programmes with available funding, and favouring preventative and permanent repairs where appropriate to reduce repeat visits.

Transparency report – Technical Annex

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

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	*£1,888,000*	*£3,293,000*	*£3,416,000*
Other **DfT** capital funding utilised by local authority for highways maintenance	*£504,000*	*£200,000*	*£300,000*
Other **Government** capital funding allocated by local authority to Highways Maintenance	*£0*	*£0*	*£0*
Other capital funding allocated to highways maintenance	*£3,700,000*	*£2,700,000*	*£2,700,000*
Total Capital funding allocated to highways maintenance	*£6,092,000*	*£6,193,000*	*£6,416,000*

B1.1.2 - Additional information on funding figures

The figures in the table should be read in the context of Bracknell Forest Council supplementing the DfT highways maintenance grant with local capital funding. In 2024, the Council committed an additional £5 million over four years for highway maintenance, with £2 million allocated in 2024/25 and £1 million in each of the following three years. This was in addition to the existing annual highways maintenance capital allocation of approximately £2.2 million. The wider Highways and Transport Capital Programme is also supported, where appropriate, by developer contributions, including Section 106 and Community Infrastructure Levy funding.

B1.2 - Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending condition set out in the 2026–27 local highways maintenance incentive funding requirements. Completion of this section forms part of the evidence required to meet this incentive funding condition.

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£5,536,072.32	£6,576,554	*£7,218,550*
Total highways maintenance revenue spend	£3,482,353.61	£3,816,948.39	*£3,144,440*
Total spend	£9,018,425.93	£10,393,502.39	*£10,362,990*

B1.2.2 - Additional information on total spending figures

The capital funding includes carry forwards from the previous years which is why there is a greater budget in 2025/26 than if you simply add the dft and council funding streams together.

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	£3,000,000	£0	£1,350,000	£0
Structural carriageway maintenance	£1,860,000	£0	£3,190,000	£0
Planned carriageway **repair / patching** programmes	£490,000	£0	£660,000	£0
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£0	£234,068	£0	£201,700
Reactive carriageway **repairs / patching** (**permanent repairs**)	£544,807	£190,583	£815,780	£201,700
Reactive carriageway **repairs / patching (total)**	£544,807	£424,651	£815,780	£403,400
***Other** carriageway-related spend*	£0	£102,652.51	£0	£183,590
Total	£5,894,807	£527,303.51	£6,015,780	£586,990

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

Carriageway expenditure has been categorised based on Bracknell Forest Council's asset management and financial reporting arrangements. Structural maintenance includes resurfacing, reconstruction and preventative treatments delivered through planned capital programmes. Reactive carriageway maintenance includes permanent and temporary repairs undertaken in response to identified defects. Some programmes contain elements of structural renewal, patching and preventative maintenance and have been reported within the primary treatment category. The projected year figures are based on the approved capital and revenue budgets and current programme assumptions at the time of submission.

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	11.2	5.8	962	2,305	1,447
2026-27 projected	5.96	8	900	N/A	N/A

B2.1.1 – Additional information on surface treatments and repairs

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

B2.1.2 – Further information and context

See table 2.1	**Yes**

B3 – Pothole repairs

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

B3.1 – Pothole/Defect intervention criteria

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

Pothole/Defect category name	Minimum investigatory or	Additional risk or contextual factors	Target response	Target response

(as used by your authority)	definitional threshold (e.g. depth, area, width – include units)	considered (e.g. road hierarchy, traffic levels, location in carriageway)	time – make safe	time – permanent repair
Cat 1A - Pothole Edge failure Ironwork	>100mm depth (subject to risk assessment)	Hierarchy 2, 3, and 4	2 hours	28 days
Cat 1B - Pothole Edge Failure Ironwork	40-100mm in depth (subject to risk assessment)	Hierarchy 2, 3,	24 hours	28 days
Cat 2 - Pothole Edge Failure Ironwork	40-100mm in depth (subject to risk assessment)	Hierarchy 4	28 days	28 days

B3.1.1 - Additional information on Pothole/Defect intervention criteria.

https://www.bracknell-forest.gov.uk/sites/default/files/2021-11/highway-maintenance-and-management-plan_0.pdf

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*1,548*

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
56	0	1,365	210

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

We have a spreadsheet detailing the number of pothole repair jobs issued to our term maintenance contractor, covering both temporary and permanent repairs.

It is important to note that a single job instruction may include the repair of multiple potholes. Where sufficient information is available, our spreadsheet takes this into account when calculating repair numbers. However, there remains a small margin of inaccuracy where job records do not contain enough detail to determine the exact number of potholes repaired.

In addition, jobs with an unclear or undetermined description have not been included in the totals. As a result, while these repairs will have been carried out, they are not reflected in the figures provided..

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£229	Unit/average cost of a temporary pothole repair on your network (reactive)	£148.09

B3.3.1 - Additional information on pothole prices (optional)

We have calculated our average cost of a pothole repair (temporary) by dividing the total number of potholes repaired by the value of those pothole jobs. This incorporates varying traffic management and traffic sensitivity.

B3.4 - Defect repair quality

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

B3.4.5 - Evidence Summary

Bracknell Forest Council sets repair longevity requirements through its risk-based Highway Management and Maintenance Plan, lifecycle planning processes and works specifications. Materials and construction methods are selected to achieve appropriate service lives and whole-life value, with treatment selection based on asset condition, road hierarchy, usage and deterioration characteristics. Repair quality and intervention appropriateness are monitored through site supervision, contractor performance management, inspections, condition surveys and asset performance reviews. Outcomes are assessed using annual condition data, defect trends, repeat repair analysis and programme reviews, enabling expected asset life and actual performance to be compared and used to refine future maintenance decisions

B3.4.6 - Additional information

Bracknell Forest Council benefits from a direct API integration between Ringway's works management system and the Council's highway asset management system. This integration enables a seamless flow of information between the two platforms, reducing the need for manual data entry and improving the accuracy and timeliness of maintenance records.

Through the interface, works completion information, including completion dates,

inspection records, photographs and other supporting evidence, is automatically transferred and linked to the relevant highway assets. This ensures that asset records are updated promptly and consistently, providing a robust and transparent audit trail of maintenance activity.

The integration also supports operational processes by assisting with the management of street works permitting requirements, helping to ensure that works are appropriately coordinated and compliant with relevant regulations. In addition, the automated exchange of job and completion data streamlines the contract administration and payment process, reducing administrative effort and providing greater confidence that payments are matched to verified completed works.

Overall, the integration strengthens data quality, improves operational efficiency, supports compliance with contractual and statutory requirements, and enables the Council to make informed asset management decisions based on accurate, current and verified maintenance information.

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 defect reports are systematically captured through the Council's customer contact and highway defect reporting processes and provide an important additional source of network intelligence. Reports are assessed and, where necessary, inspected by highway officers. Inspection findings are recorded and used to determine whether immediate reactive works are required under the Council's risk-based maintenance approach. Where defects do not meet intervention criteria but indicate asset deterioration, locations are retained for future consideration alongside condition surveys, safety inspections and asset data. This information helps inform maintenance priorities, scheme development and the annual capital and revenue maintenance programmes.

B3.5.4 - Tools used for reporting

Members of the public can report potholes and other highway defects online via Bracknell Forest Council's reporting webpages, covering roads, pavements, kerbs, drainage, gullies and road markings. Pothole repair performance is also published online. Residents unable to report online can contact Customer Services on 01344 352000 for assistance.

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	193
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	*16*
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	*65*
4.1.4	Number of **General Inspections** carried out in 2025-26	*65*
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	*10*
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*9*

B5 – Asset Management

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

B5.1 - Asset Management Strategy and Policy

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

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	**Yes**

5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link
	Policy: https://www.bracknell-forest.gov.uk/sites/default/files/2022-03/Highway-infrastructure-asset-management-plan-hiamp-2022.pdf Strategy: https://www.bracknell-forest.gov.uk/sites/default/files/2022-03/Highway-infrastructure-asset-management-plan-hiamp-2022.pdf

5.1.3	Please provide the date it was last reviewed or updated	18/08/2026

5.1.4	Please provide proof of the review or update.
	The HIAMP Review 2026 was approved by the Assistant Director: Highways and Transport on 6 August 2026 and the Cabinet Member for Highways, Planning and Countryside on 18 August 2026. The approved review will be published online and made available for public inspection.
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.
	The HIAMP Review 2026 was approved by the Assistant Director: Highways and Transport on 6 August 2026 and the Cabinet Member for Highways, Planning and Countryside on 18 August 2026. The approved review will be published online and made available for public inspection.

B5.1.6 - Further context (optional)

The HIAMP Review 2026 was approved by the Assistant Director: Highways and Transport on 6 August 2026 and the Cabinet Member for Highways, Planning and Countryside on 18 August 2026. The approved review will be published online and made available for public inspection.

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	Full
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

Bespoke structures dashboard & HIAMP objectives related to increasing data inventory and condition quality. We use Horizons which captures and presents the asset inventory for CW, FW & CT. We undertake survey frequency and condition capture aligned to defined DfT frequencies. *We use a bespoke drainage asset management system that allows us to risk score individual assets create true risk based maintenance programmes. We record silt levels and other defects and condition data of all assets.*

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	X
Multiple digital platforms with limited integration	
A single digital platform or a set of connected platforms used across the highways service	
Other *(please set out in further context)*	

B5.3.2 - Further context (optional)

The Council maintains a comprehensive and up-to-date highway asset inventory through a suite of specialist systems, including CONFIRM, Horizons, Structures Asset Dashboard, In-view and Street Manager. Asset information is recorded and managed in accordance with established protocols and linked to recognised referencing systems such as UKPMS, USRN and GPS coordinates to support effective analysis and decision-making. The database captures the location, dimensions and physical characteristics of all highway assets and is continually updated through site inspections, highway improvement schemes and maintenance activities. Robust processes ensure data accuracy, currency and accessibility, with information made available to contractors and utility providers to support efficient operation and management of the highway network.

B5.4 – Lifecycle planning and investment decision-making

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

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

B5.4.4 - Evidence Summary

We undertake a rolling programme of structural testing across all applicable street lighting assets to assess their condition and ensure continued public safety. Following inspection, each asset is assigned a Red, Amber, Green (RAG) risk rating based on its structural integrity and overall condition. Assets identified as high risk are prioritised for inclusion in targeted replacement programmes, while those in satisfactory condition remain in service and are scheduled for retesting on a five-year cycle. This risk-based approach supports effective asset management, enabling investment to be directed towards the assets that present the greatest risk to the network.

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?	**No**
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	**No**
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

Bracknell Forest Council monitors highway maintenance performance through a structured performance management framework, including monthly budget monitoring, monthly contract service reports and quarterly performance statistics. These reports track key performance indicators, financial performance, service delivery outcomes, customer feedback and compliance with contractual requirements. Performance trends are reviewed jointly with the contractor, enabling areas for improvement to be identified and targeted action plans implemented. Lessons learned, audit findings and performance data are used to inform service enhancements, investment decisions and operational processes. This continuous review cycle helps ensure accountability, value for money and the ongoing improvement of highway maintenance services.

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**	**0**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**2.5**
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	**Yes**
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to **cycleways** which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	**Yes**
	a. Structural maintenance / reconstruction (in km)	**0**
	b. Preventative maintenance treatments (in km)	**2.5km**

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

Our footway capital maintenance programme has been on hold while the nationwide broadband upgrades have been installed. Now that these schemes are largely complete we are planning preventative capital maintenance programmes over a 3-5 year period starting with our footway and cycleway networks.

B6.1.7 - Evidence Summary

Evidence includes footway and cycleway condition survey data, highway safety inspection records, public defect reports and maintenance history held in Horizons, the Council's

highway asset management system. Footway Network Surveys identify condition, defects and deterioration trends, while inspection and enquiry records show how risks are assessed and managed in accordance with BFC's HMMP and HIAMP. This evidence informs prioritisation, treatment selection and the rolling forward works programme, supporting a lifecycle approach that targets available funding to the right locations and interventions while balancing safety, network hierarchy, user need, active travel priorities and whole-life value.

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	**18%**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**82%**
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**
	Guidance – This is space for additional information on sensors/technologies for remote monitoring – please list technologies used in bullet form, including approximate number of installations.	

B7.1.5 - Evidence Summary

Our drainage asset management system enables individual risk scores to be assigned to all recorded drainage assets based on condition, performance and location. Historical defect data, including silt levels, structural condition and maintenance history, is used to inform risk-based prioritisation and investment decisions. The system is further enhanced through the integration of Environment Agency flood risk mapping, allowing flood susceptibility to be assessed alongside asset condition. Localised priority zones have also been established to identify critical locations, ensuring inspection, cleansing and renewal programmes are targeted towards the areas of greatest risk and potential impact on the highway network and surrounding communities.

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

The use of the KaarbonTech system has enabled us to develop and continuously improve our drainage asset management system. Data collected through inspections, monitoring, and investigative visits is used to enhance both our asset inventory and our understanding of asset condition and performance. This evidence-based approach has significantly strengthened the resilience of our drainage network, allowing us to make more informed maintenance and investment decisions. As a result, the reliability and effectiveness of our drainage infrastructure has improved considerably, despite a reduction in available revenue funding.

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

Bracknell Forest Council can provide evidence that skills development and professional progression are embedded within both our client and contractor organisations. Our term maintenance contractor operates a structured graduate development programme leading to professional qualification and chartered status. We have also provided role profiles and job descriptions that demonstrate clear career progression pathways, including qualification and competency requirements for specific posts. In addition, Bracknell Forest Council funds relevant professional membership subscriptions, supports continuing professional development (CPD), and provides access to formal training and qualification programmes through its Learning and Development framework.

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

BFC provide apprentices in many highway roles where available. We also provide in house training through specialised courses or indeed paying for professional services where they are required. in Summary BFC have a training budget and if the business case demonstrates its required or of value to the council, it is likely to be funded

B9 – Adapting roads to withstand climate pressures

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

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	**Yes**
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	**Yes**
9.1.3	If yes, when did you last update this.	**04/2020**
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	**Formally recorded**
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	**Yes**
	- Natural flood management / SuDS	**Yes**
	- Targeted slope / ground stability / landslip mitigation	**Yes**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**No**
	- Other (please specify)	
	- None of the above	
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	**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

Bracknell Forest Council is adapting its highway network to increasing climate pressures through a combination of resilient materials, sustainable drainage and targeted infrastructure investment. Warm mix asphalt is utilised where appropriate to improve resilience to higher surface temperatures and reduce carbon emissions. Sustainable Drainage Systems (SuDS) are incorporated into new schemes and retrofitted into existing networks where feasible. Critical drainage infrastructure is being upgraded to increase capacity, provide additional attenuation and reduce flow velocities, helping to mitigate flood risk. These measures are supported by the Council's Highway Infrastructure Asset Management Plan, Highway Maintenance and Management Plan and Resilient Network Plan

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

Bracknell Forest Council takes a risk-based, asset management approach to climate adaptation and network resilience. The Council's Highways Infrastructure Asset Management Plan (HIAMP), Highway Management and Maintenance Plan (HMMP) and transparency reporting processes are used to identify, prioritise and manage risks arising from extreme weather, flooding, heat and long-term climate change. The Council maintains a comprehensive inventory of key highway assets, including drainage assets, structures, highways and lighting infrastructure, and uses condition, performance and risk information to target investment where it will deliver the greatest resilience benefits.

A significant focus is placed on drainage and flood risk management. The Council maintains over 21,000 highway gullies, continues to develop drainage asset management arrangements, and links its highway resilience activities with wider flood risk management and climate adaptation objectives. Local flood risk management measures include management of watercourses, improvements to natural flow routes and ongoing review of flood risk strategies.

The Council also prioritises preventative maintenance and long-term asset preservation to improve network resilience and reduce deterioration caused by increasingly severe weather events. This includes planned carriageway, footway, structure and drainage maintenance programmes, supported by lifecycle planning, condition surveys and a rolling capital investment programme.

At a corporate level, Bracknell Forest Council's Climate Change Strategy 2025–2030 and associated Action Plan include commitments to undertake climate risk assessments, prepare an adaptation plan, review flood risk strategies and improve understanding of climate-related risks affecting the borough. These activities help ensure that future highway maintenance, renewal and improvement schemes are designed and delivered with climate resilience considerations embedded from the outset.

This integrated approach helps ensure that the highway network remains safe, reliable and resilient to the impacts of extreme weather and future climate change while delivering best value from limited maintenance funding.

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

Bracknell Forest Council can provide evidence including innovation and service improvement registers, carbon reduction assessments, ALARM returns, supplier engagement records, maintenance programme documentation and procurement records. These demonstrate the evaluation and adoption of innovations including warm mix asphalt, MMA products, recycled plastic kerbs, spray injection patching and other lower-carbon maintenance techniques. Supporting evidence also includes participation in industry and supplier innovation events, together with documented delivery outcomes and carbon savings. As a small authority, BFC primarily adopts innovations that have been successfully proven elsewhere before local implementation, balancing innovation with value for money and risk management

B10.1.5 - Further context on your innovation activities

Bracknell Forest Council is a relatively small unitary authority with limited highway maintenance funding, meaning the risks associated with trialling new materials and

techniques are proportionately greater than for larger authorities. As a result, BFC generally takes a cautious approach, monitoring innovations trialled elsewhere before local adoption. We remain committed to innovation and regularly review successful examples from larger authorities and industry partners. Where there is clear evidence of operational, financial or carbon benefits, BFC adopts proven methods, such as warm mix asphalt and MMA products, allowing innovation to be implemented whilst minimising risk to service delivery and public funds.

10.2 – Examples of innovations that have been adopted

Bracknell Forest Council has moved several innovations beyond trial stage into routine operational use. The most significant example is Warm Mix Asphalt (WMA), which is now the standard specification for resurfacing projects rather than traditional hot mix asphalt. WMA has been adopted for standard use due to reduced laying temperatures, lower energy consumption, robustness in warm road temperatures and reduced emissions.

The scale of adoption is demonstrated by the 2024/25 surfacing programme, where approximately 83,000 m² of carriageway resurfacing was delivered using warm mix binder courses and Warm Mix SMA. BFC's carbon calculations estimated this contributed to an overall programme carbon reduction of approximately 238 tonnes CO_2e compared with traditional materials and methods. WMA is now used in the capital work programme every year as the standard material.

BFC has also adopted spray injection patching into operational delivery. This technique is identified in published programme documentation as providing quick, effective and permanent carriageway repairs at a fraction of the cost of traditional patching methods. The treatment moved from evaluation into annual maintenance programmes and has been reported as an established maintenance activity.

In addition, BFC has implemented digital innovations including the use of Kaarbontech risk modelling for highway drainage management and a range of asset management systems, improving data-led decision-making, targeting of investment and value for money.

As a small unitary authority, BFC generally adopts innovations once benefits have been demonstrated elsewhere. This approach balances innovation with affordability and risk management while still enabling proven improvements in cost, carbon performance and service delivery to be implemented at scale.

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 street works management?	**Yes**
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	**Yes**
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	**Yes**
11.1.5	Have you conducted a traffic sensitive review in the last three years?	**Yes**

11.1.6 - Evidence Summary

Evidence includes Bracknell Forest Council's South East Permit Scheme Year 9 Evaluation, utility inspection and compliance records, Section 58 restriction notices, traffic-sensitive street reviews and lane rental feasibility work. These demonstrate active coordination of utility works through permit conditions, traffic management controls, timing restrictions, advance publicity, compliance inspections, collaboration opportunities, Section 58 protections and network management interventions. The permit scheme delivers measurable benefits, reducing road user disruption and improving work planning, with a positive benefit-cost ratio. Utility companies are engaged through the permit process, inspections, coordination activities and performance monitoring.

B11.1.7 - Further context

Bracknell Forest Council works closely with utility companies to coordinate activities on the highway network, minimise disruption to residents and businesses, and protect the condition of highway assets. Through the permit scheme, regular liaison, advance planning, inspections, traffic management controls and network management duties, we promote collaborative working and encourage utilities to plan and undertake works efficiently. We use traffic-sensitive designations, Section 58 restrictions and performance monitoring to support effective coordination, reduce repeat roadworks and minimise the impact of works on road users.

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 £/m² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	**No**
12.1.3	Do you have defined KPIs for your highway's maintenance contract(s), and are they actively monitored by your authority to manage performance?	**Yes**
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	**No**

12.1.5 - Evidence Summary

Evidence includes the Term Maintenance Contract KPI framework, contractor performance reports, Ringway client/contractor board reports, highways inspection and defect management procedures, the Highway Infrastructure Asset Management Plan (HIAMP), Highway Maintenance Management Plan (HMMP), competency assessments and procurement documentation. Together these demonstrate that Bracknell Forest Council retains in-house technical expertise, independently assesses contractor proposals, monitors performance through defined KPIs, reviews costs and service delivery, undertakes inspections and audits, and actively manages contractor performance through formal governance, reporting and contract management processes.

B12.1.6 - Further context

Evidence includes the Highway Structures Professional Services Contract, Ringway Term Maintenance Contract and KaarbonTech asset management support contract, together with contract specifications, KPI reports, governance reports, audits and contractor review meetings. These demonstrate how Bracknell Forest Council uses performance data, inspections, service reports and formal reviews to manage delivery, continuously improve specifications, inform future commissioning and target investment. Performance is benchmarked against contractual KPIs, national codes of practice and industry best practice, including engagement with ADEPT networks. Contract management has also been used to address delivery challenges such as access constraints, programme changes and resource pressures, ensuring service continuity, value for money and effective highway maintenance outcomes.

Digital Signoff

Head of Service	
I confirm I have reviewed this transparency report and approve it for submission as Head of Service.	
Name	Neil Mathews - Assistant Director Highways and Transport
Signature	
Date	27/08/2026

Section 151 Officer	
I confirm I have reviewed this transparency report and approve it for submission as Section 151 Officer.	
Name	Stuart McKellar
Signature	
Date	28/08/2026