

Highway Infrastructure Asset Management Plan (HIAMP)

Review Statement 2026

For submission with Department for Transport Highway Maintenance
Transparency Requirements (2026/27)

1. Purpose of this Review Statement

This review of Bracknell Forest Council's Highways Infrastructure Asset Management Plan (HIAMP) should be read in conjunction with the main document. It provides evidence that the current HIAMP remains valid and meets the Department for Transport (DfT) requirements for the 2026/27 Highways Maintenance Transparency Reporting, which requires such a review.

The highway assets include 483.4km of roads, 591.5km of footways, 534.06km of cycleways, 193 structures, 21,598 gullies and 14,138 lighting columns. This document confirms that the asset management principles set out in the 2022 HIAMP continue to be applied in practice and remain fit for purpose until the scheduled 5-yearly comprehensive review planned for 2027.

2. Policy and Strategy Review and Governance

For the purposes of the 2026/27 DfT transparency reporting requirements this review statement, together with the 2022 HIAMP, provides evidence of published policy and strategy and supports the requirement that the Council's asset management approach has been:

- reviewed and formally endorsed by senior political decision-makers;
- published and is accessible via the Council's website;
- supported by appropriate governance and audit processes.

3. Commitment to Asset Management Excellence

The Council's commitment to asset management is evident not only in policy documents but in its published investment decisions and delivery programmes. In March 2026, the Council announced a record highways and transport capital programme of more than £7.7 million for the 2026/27 period, including £5.4 million for carriageway and footways. This is combined with a reactive maintenance budget of over £2.5million for reactive responses such as pothole repairs, minor patching, footway and cycleway repairs and the wider maintenance tasks linked to vegetation, streetlights, drainage networks and street furniture.

This level of investment, approved through both the capital programme and revenue budget approval processes, demonstrates senior commitment to maintaining network condition, managing risk and targeting funding where it delivers the greatest whole-life benefit.

This is achieved through:

- adoption of whole-life cost principles;
- a risk-based approach to maintenance prioritisation;
- alignment with the UK Roads Leadership Group (UKRLG) guidance and ISO 55000 principles;
- ongoing monitoring of performance, resilience and value for money.

This commitment is reflected in operational delivery. The published 2026/27 resurfacing programme ([Resurfacing programme 2026 to 2027](#)) includes major routes such as A329

Berkshire Way and A321 Wokingham Road together with residential roads. The programme includes inlay resurfacing and preventative surface treatments, such as surface dressing and micro-surfacing treatments that extend the life cycle of the existing highway asset. The wider highways programme includes bridge expansion-joint replacements, drainage improvements, watercourse bank stabilisation works, street lighting replacement and completion of the LED illumination project to reduce energy consumption.

The HIAMP is outcome-focused, and the Council's published programme provides practical examples of those outcomes being pursued. Resurfacing and surface treatment schemes protect carriageways and footways before condition deteriorates further; structural integrity and lamp column inspection and cleaning improves and maintains the serviceability of the assets; the high priority culvert inspection programme together with the gully cleaning programme ensures highway drainage system remains operational and resilient; pedestrian and cycling infrastructure maintenance improves accessibility, safety and supports sustainable travel. These are the long-term tangible outputs of the current HIAMP.

The Council is maintaining an ageing New Town network and associated historic streets through a mix of preventive and renewal interventions, annual review of priorities and ongoing alignment of funding to asset need. That is consistent with the DfT expectation that strategy should describe how major assets will be managed over time, with objectives expressed through outcomes.

The Council is committed to a long-term asset management approach, balancing strategic importance with condition need and value for money.

4. Principles and Strategic Approach

The HIAMP is supported by a practical, published approach to treatment selection and programme planning. Considerations in the asset maintenance process include:

- lifecycle planning for all major asset groups;
- data-driven decision-making using condition and inventory data;
- prioritisation based on risk, safety, network importance, and service impact;
- integration of maintenance, renewal, and improvement programmes;
- consideration of carbon, sustainability, and climate resilience.

For roads and footways, road condition data is collected through a combination of electronic scanning, visual inspections, safety inspection records, public reports, local engineering knowledge and lifecycle assessment of the carriageway asset. This information is reviewed alongside factors such as traffic use, network hierarchy, safety risk, deterioration trends, treatment suitability and value for money to develop a prioritised five-year rolling maintenance plan. Each year, the rolling programme is refined to produce the annual capital programme, with schemes selected to address the greatest asset management need and to maximise whole-life benefit.

Where roads remain structurally suitable, preventative surfacing treatments such as surface dressing, micro-surfacing or other protective treatments are used wherever possible to seal the

surface, restore skid resistance, slow deterioration and extend the life expectancy of the asset before more costly reconstruction or inlay resurfacing becomes necessary.

The Council uses a bespoke digital drainage asset management system to monitor, plan, prioritise and record drainage maintenance activity across the network. The system holds location-based gully and drainage asset data, records cleansing outcomes, defects, blockages, silt levels and access issues, and supports the development of risk-based maintenance programmes. This enables engineers to move beyond a purely reactive approach by targeting resources towards locations with the greatest operational need, known flooding history, network importance or vulnerability to blockage. It also provides an auditable record of completed works and emerging trends, helping to inform future programmes, budget planning and evidence-led decisions on drainage resilience.

Street lighting assets are similarly managed through digital inventory and maintenance records that support planned, reactive and emergency works across the network. This includes information on lighting columns, lanterns, illuminated signs and bollards, together with fault reports, repair history, inspection activity, electrical testing requirements and replacement needs. Holding this information in a structured asset management system allows engineers to monitor service performance, identify recurring issues, prioritise safety-critical repairs, plan column or lantern replacements, and support decisions on energy efficiency, resilience and whole-life cost.

For highway structures, the Council maintains a live database of key information on bridges, culverts, retaining walls, footbridges and other significant highway structures. The dashboard presents important condition and risk data such as structure type, location, inspection history, general and principal inspection findings, Bridge Condition Indicator (BCI) scores, defect severity, weight restrictions, parapet or expansion joint condition, scour or watercourse-related issues, and any recommended maintenance interventions. This provides a clear evidence base for prioritising structural maintenance, identifying emerging deterioration, supporting lifecycle planning and demonstrating that investment decisions are informed by current asset condition and risk.

5. Alignment with Corporate Vision and Wider Policies

The current HIAMP provides a clear line of sight between highway asset management and the Council's wider strategic themes. Published corporate performance reporting includes objectives relating to a thriving and connected economy, a green and sustainable environment and value for money. Highway maintenance and renewal directly support those themes by keeping key routes operational, reducing disruption, protecting public assets, and targeting capital investment where it improves safety, resilience and serviceability.

The HIAMP directly supports:

- the overarching Council Plan and medium-term financial strategy
- climate and sustainability commitments, including carbon reduction targets
- economic growth and connectivity objectives
- road safety and public health priorities
- equality, accessibility, and inclusive mobility goals

This ongoing alignment can be seen in the highways and transport work programme for 2026/27, which combines maintenance with wider transport outcomes. Alongside maintenance of roads, structures, drainage and street lighting, the programme includes maintenance and enhancement of walking and cycling facilities which provide access to schools, bus stops and support the wide-ranging social and economic needs of residents and businesses. These actions also contribute toward the health, safety and well-being of the borough's population.

6. Levels of Service

The Council's levels of service are reflected in both policy documents and through information presented publicly. Safety-led defect management is evident from the Council's published statement that defects are repaired according to severity, with the most dangerous repaired first. Serviceability is evidenced by planned programmes of resurfacing, patching and preventive treatment rather than waiting for widespread failure. Customer and stakeholder expectations are addressed through published work programmes, advance notices, explanatory material and updates on how, when and why works will be carried out.

In 2025/26, the Council estimates that it repaired approximately 1,100 potholes as part of its reactive highway maintenance service. This output demonstrates that inspection results, public reports and emerging defect trends are translated into practical maintenance activity, with safety-related defects prioritised in accordance with the Highway Management and Maintenance Plan (HMMP) and the overarching HIAMP principles of risk-based maintenance, serviceability and whole-life asset management.

These service output are:

- documented and measurable;
- regularly reviewed based on performance data and stakeholder feedback;
- used to inform investment decisions and programme prioritisation.

7. Stakeholder Engagement and Communication

Bracknell Forest Council actively communicates its asset management approach through publicly accessible webpages, transparency reporting, resurfacing schedules, explanatory leaflets and decision reports. This helps residents understand why works are being undertaken, what treatment is proposed, when disruption may occur and how the Council is balancing short-term inconvenience against longer-term asset preservation and value for money.

Stakeholders include:

- residents and local communities;
- elected Members and parish councils;
- businesses and network users;
- statutory consultees and utility providers.

The published road maintenance web-pages explain the difference between machine resurfacing and surface dressing, the reasons one treatment may be chosen over another, and the practical arrangements needed to deliver the works safely. Drainage roles and

responsibilities are also detailed on web-pages and mirrored in leaflets through residents' doors when required. The annually published Transparency Report also provides stakeholders with a clearer picture of the scale and complexity of the network being managed. Together, these examples demonstrate that the Council is engaging in a way that supports transparency, realistic expectation management and informed public understanding.

8. Ongoing Review and Continuous Improvement

The Council's asset management approach shows clear evidence of continuous improvement. This review statement brings evidence together which demonstrates that asset management is an active and ongoing process, and subject to regular review. The asset management system is supported by evolving data, digital systems, specialist asset management tools, experienced officers and subject matter experts both internally and externally.

9. Conclusion

This review statement demonstrates that the current 2022 HIAMP:

- meets the DfT requirements for a published, reviewed, and politically endorsed asset management policy and strategy;
- demonstrates a clear, structured, and outcome-focused approach to managing highway assets;
- provides strong alignment with corporate priorities, stakeholder expectations, and national best practice;
- remains embedded in service delivery;
- remains valid until its scheduled 5-yearly comprehensive review planned for 2027.

This document, its finding and conclusion are endorsed by the following:

Assistant Director: Highways and Transport Name: Neil Mathews Signed:  Date: 06/08/26	Cabinet Member for Planning, Transport and Countryside Name: Councillor Guy Gillbe Signed:  Date: 18/08/26
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