

Highways maintenance transparency report

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Transparency report

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

A1 – What we are responsible for maintaining

Wokingham Borough Council is a Unitary Authority delivering all local government services. As Highway Authority, the Council's Highways and Transport team manages day-to-day active travel, highway maintenance and transport functions across 179 square kilometres, serving 177,500* residents, alongside various road users.

*Data from 2021.

The total value of the highway network is estimated at approximately £1.8 billion and includes:

- **Carriageways:** 805 km of roads, including 17 km of motorway
- **Footways and linking footpaths:** 815 km
- **Structures:** 241 structures, including 85 bridges and 77 footbridges
- **Drainage:** 457 km of highway pipework and ditches
- **Street lighting:** 16,039 columns

The Borough's highway network is in good overall condition, with road condition scores above both national and regional benchmarks. This is positive given that these outcomes are being achieved with comparatively lower investment than many authorities, demonstrating effective prioritisation, sound asset management and value for money.

However, maintaining this position carries increasing risks from growth, traffic demand, ageing infrastructure, utility works, inflation, constrained funding, workforce capacity and more extreme weather. While additional highway maintenance support over the next three years is welcome, the outcome of Wokingham's three-year Local Government Finance Settlement presents significant concerns and may limit future opportunities.

A2 – Road conditions in *Wokingham*

Values are taken from official statistics published by the DfT, which are available here: [Road condition statistics: data tables \(RDC\) - GOV.UK](#)

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3 %	19 %	78 %
2024	3 %	20 %	77 %
2025	3 %	20 %	77 %

The data shown is for both A classified roads and motorways; specifically, the A329(M). We are one of only a few local authorities which maintains a section of motorway, between the junctions at Coppid Beech and Winnersh, via J10 of the M4.

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	4 %	23 %	74 %
2024	3 %	24 %	73 %
2025	4 %	23 %	73 %

A2.3. U roads

Year	Percentage of road in red category
2023	7 %
2024	8 %
2025	13 %

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

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

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

A2.4. - Additional information on carriageway condition

In line with current requirements for English roads, road condition assessments on Wokingham's classified network are made using a method known as Surface Condition Assessment for the National Network of Roads (SCANNER), which is a vehicle-mounted laser-based technology. From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. The new standard will categorise roads into 5 categories instead of 3 to help government gain a more detailed understanding of road condition in England. Wokingham will therefore be using a supplier accredited to PAS2161.

Although we use SCANNER for our classified roads, the technology isn't always appropriate for minor (unclassified) roads. Unclassified roads may be narrow with parked vehicles, or may use alternative surfacing materials, such as block paving. As survey technology has changed significantly over the past few years, we may transition to new and more cost-effective methods of road condition assessment for minor roads.

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

A3.1. – What is a pothole?

Many road defects are reported to us by the public ([Report pothole and road/footway damage](#)), and many are identified by our own programme of annual safety inspections. Every road in the Borough is inspected at least once a year, with busier roads inspected more frequently. The Council publishes advice on its main website [Reporting types of potholes and road/footway damage](#), which helps to distinguish between potholes and other road defects, and what outcomes to expect in terms of repair.

Wokingham Borough Highways doesn't use fixed criteria to define a pothole. As defined in the Wokingham Highways Inspection Policy available here under Volume 02: [Highways Maintenance Management Plan](#), the Council uses a risk-based approach in its response to potholes. In outline, the response depends on the likelihood of an incident balanced against the severity of an incident, with the highest priority assigned to a higher likelihood of a severe incident

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

The Council's approach to road defects such as potholes is aligned with effective asset management, as described in [Highways Maintenance Management Plan](#) (WHIP).

Our overall aim is to deliver effective targeted planned maintenance and reduced reactive (unplanned) maintenance. In 2022 a conscious decision was made to increase even more our focus on providing preventative treatments, which in turn helps to combat potholes. In 2026/27 we have continued this by undertaking a substantial preventive works programme of an estimated 14 km over 21 sites, along with planned patching works several other sites. This strategy will continue for the foreseeable future, with our Alliance partners actively seeking out other suitable and cost-effective preventative treatments to use & gauge performance.

As described in the management plan, our repair policy is to favour a first-time permanent repair. However, where this is not possible, a temporary make-safe repair is undertaken to comply with our Duty under the Highways Act 1980. This ensures road user safety, until such time as a permanent repair can be completed. Our contractor retains liability for defect repairs, including response timescales.

In the financial year 2025-26, we undertook a total of 1,611 pothole repairs. This value is based on the number of minor repairs we carried out that were classified as a 'pothole' repair. Please note that some repairs may have mended more than one pothole at a time.

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

The quickest way to report a pothole/defect is via the Council's **website**. The '**Report a Problem**' page ([Report a problem](#)) guides people to a defect list for reporting and the system logs details to a mapped based system. There are six pothole defect types, providing information and a picture of a typical defect and potential outcomes. By reporting a pothole or defect, it:

- Logs the report directly with the contractor, issuing a specific reference number.
- Allows you to see if a defect has already been reported.
- Will issue direct system updates & you can also request updates from other people's reports.

A3.4. What happens after a pothole is reported

Reports submitted, go directly to our contractor. They ensure:

- An inspection is undertaken to determine the nature & severity of the report.
- If the report meets our defect assessment criteria, a repair will be scheduled within the timeframes set.
- Following completion of a repair, a response is issued to the customer advising them.
- If a defect does not require an intervention at the time of reporting a response is issued to the customer with an explanation why a repair isn't being scheduled currently
- Reports not scheduled for a repair are reviewed within the Highways Service and monitored/considered for future works.

A4 – What we spend to maintain the highway network and where the funding is coming from

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
Total spend on highways maintenance	£14,176,058	£16,252,397	£19,773,374
Of which spent on:			
Carriageways	£5,192,797	£6,388,786	£7,433,382
Footways	£887,109	£243,535	£267,243
Structures (for example bridges or tunnels)	£1,555,651	£3,302,967	£2,859,906
Drainage	£1,359,928	£1,257,076	£1,629,877
Street lighting	£1,534,257	£1,134,893	£1,637,120
Other assets	£2,748,416	£2,378,994	£3,087,475
Vehicle Restraint Systems	£6,908	£415,294	£1,400,680
Winter Service	£256,917	£367,319	£235,950
Traffic Signals	634,075	763,533	£1,221,741

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	£4,922,496	£7,721,668	£9,011,241
Additional highways maintenance funding provided by the Council or third parties	£9,253,562	£8,530,729	£10,762,133
Total	£14,176,058	£16,252,397	£19,773,374

A5 – Our maintenance plans for this year

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

In 2026-27, we plan to carry out the highway maintenance activities shown below. We are undertaking a programme of structural repair schemes, surface treatment schemes to seal roads from the ingress of water, to help prevent potholes forming and a programme of surface rejuvenation aimed at extending the life of existing pavements by bringing back surface texture. Our pre-patching and preparations for our 27/28 surface treatment programme will commence this autumn.

- **Carriageway resurfacing:** 8 km over 28 sites
- **Carriageway preventative treatments:** 14 km over 21 sites
- **Carriageway skid resistance improvements:** 1.4 km over 30 locations
- **Footway and footpath treatments:** 7.5 km over 25 sites
- **27/28 Surface Treatment Carriageway pre-patching:** 5,181 m2 over 32 sites
- **27/28 Surface Treatment Footway pre-patching:** 285 m2 over 6 sites

*All Values shown are estimates

More detailed information on our 2026-27 maintenance programmes is available on our website. A link is available in Section 5.2 showing the programme.

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

Our 2026-27 carriageway and footway maintenance programme is available on the Wokingham website here: [Looking after our roads](#)

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

Planned maintenance priorities follow industry good practice, which is a vital component of effective Highway Asset Management, recognised in the Code of Practice [Well-managed Highway Infrastructure](#).

The Council undertakes annual inspections of its road network, using accredited organisations, to understand its condition and help determine its maintenance need.

Machine survey inspections are undertaken to UK Roads Board specification on our A, B and C classified networks. Coarse visual inspections are undertaken on our unclassified

network, and skid resistance data is collected on our classified network plus any other appropriate sections. All data is managed within a UK Pavement Management System (UKPMS).

This data, alongside our own asset knowledge and inspection verifications, helps determine works programmes and specific treatment requirements against our known budgets.

Our works programmes for any given year are finalised 12 months in advance so that detailed investigation, design and programming are undertaken prior to construction.

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	£4,612,520	£6,146,341	£8,546,637
Other DfT capital funding utilised by local authority for highways maintenance	£309,976	£1,575,326	£464,604
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£750,052	£634,873	£1,478,467
Total Capital funding allocated to highways maintenance	£5,672,548	£8,356,541	£10,489,708

B1.1.2 - Additional information on funding figures

- Other DfT funding in 24/25 & 25/26 is TSOG allocation and 26/27 forecast contribution from ITB. All funds aimed at modernising TSS sites.
- Some funding allocated in 25/26 was later carried forward to 26/27 as it was related to a delayed bridge contract.
- This year's report provides financial data for the periods requested but that reflect the full cost of managing the Councils Highway maintenance activities. For this reason, figures contained may not be directly comparable from those previously reported.

B1.2 - Spending

B1.2.1 – Total spending

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online .	Yes
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£5,672,548	£8,356,541	£10,489,708
Total highways maintenance revenue spend	£8,503,510	£7,895,856	£9,283,666
Total spend	£14,176,058	£16,252,397	£19,773,374

B1.2.2 - Additional information on total spending figures

This year's report provides financial data for the periods requested but that reflect the full cost of managing the Councils Highway maintenance activities. For this reason, figures contained may not be directly comparable from those previously reported.

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	£1,954,648	£0	£1,948,595	£250,000
Structural carriageway maintenance	£2,750,203	£0	£3,584,942	£0
Planned carriageway repair / patching programmes	£0	£9,474	£46,416	£101,725
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£167,557	£0	£100,000
Reactive carriageway repairs / patching (permanent repairs)	£0	£1,234,834	£0	£1,200,000
Reactive carriageway repairs / patching (total)	£0	£1,402,391	£0	£1,300,000
Other carriageway-related spend	£0	£231,652	£0	£266,903
Total	£4,704,851	£1,643,517	£5,579,953	£1,918,628

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

We do not collate our data in the form requested and have provided what is available. Going forward we will review our process and data recording, subject to systems being used capability, to align with the format where possible.

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	31.5 km	3.8 km	10956 m ²	n/a	n/a
2026-27 projected	24.5 km	8.3 km	3528 m 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.	Yes
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B2.1.2 – Further information and context

n/a	
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B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. 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
Pothole	Risk based	Risk based	2/24 hours	28 days
Broken Sign	Risk based	Risk based	2/24 hours	28 days
Road/Footway damage	Risk based	Risk based	2/24 hours	28 days
Damaged Street Light	Risk based	Risk based	2/24 hours	28 days

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26: 1611	(guidance - to match section A3.2)
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B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	Planned structural maintenance programmes	Reactive repair using temporary repair methods	Reactive repair using permanent repair methods
No data held	No data held	No data held	No data held

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

Note: B3.2.2 - we do not collate or cross reference data on potholes as to how each was specifically rectified. Repairs will have been a mixture of permanent & temporary reactive repairs and some as part of planned works.

Potholes in 25/26 used a mix of conventional patching, Cold patching materials & Mastic patching.

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)	£164	Unit/average cost of a temporary pothole repair on your network (reactive)	£68
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B3.3.1 - Additional information on pothole prices

Our Contract has different priced rates depending on the severity of the defect

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

The Council manages the above items through contract audit of samples of work, through our contract governance meetings and quality Key Performance Indicators (KPI's). Sample checks are carried out on works and quality, and the contractor remains liable for all defect risk, including those repaired up to 12 months. Every defect repaired is evidenced through photographic records including depths, extents and material type.

B3.4.6 - Additional information

The teams have recently reviewed its use of materials for reinstatement across all its road network classifications and alterations have been made to reduce the numbers of material variances across these, allowing greater use of single material types. This has resulted in the use of hot boxes creating greater efficiency & response times going forward. The need to undertake some temporary repairs is dictated by the location of the defect and the risks and method statement advising the safe requirements for undertaking the repair. A temporary repair ensures our compliance with our duties under the Highways Act 1980.

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

Customer reports are managed directly by our alliance partner, and all enquiries are logged on our system HIMMS. Dedicated officers review our customer enquiries and assess the need for repair in line with our policies. All enquiries receive a response whether this is a positive decision or not. Enquiries are referred to other team members as necessary to decide on some works. When determining our annual maintenance programmes, we use many sources of data including the road asset history to help inform decisions.

B3.5.4 - Tools used for reporting

The Council manages its own systems for reporting defects. It receives reports via 'Fix My Street' (FMS) and these are transferred to our system, where a customer can receive an update if their contact details were provided. We do not operate a two-way communication through FMS and any items posted there are not updated.

B4 – Maintenance of highway structures

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	241
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	4 bridge assets & 1 Footbridge asset
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	80
4.1.4	Number of General Inspections carried out in 2025-26	80
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	20
4.1.6	Number of Principal Inspections carried out in 2025-26	20

B5 – Asset Management

B5.1 - Asset Management Strategy and Policy

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	Yes
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy.	
	Link: https://www.wokingham.gov.uk/council-and-meetings/open-data-and-transparency/plans-policies-and-strategies	
5.1.3	Please provide the date it was last reviewed or updated	Date 2023/24
5.1.4	Please provide proof of the review or update.	
	An Asset Policy and Strategy review began in 2023/24 but was not completed for several reasons. The Service is undertaking a long-term asset maintenance needs assessment and delayed peer review before finalising revised documents. The Council expects to complete all reviews by 30 September 2027.	
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.	
	We intend to review and update our Asset Policy & Strategy by the 30th September 2027. • Peer Review – Completion Autumn 2026 • Asset needs Assessment – Completion Autumn 2026 • Draft Policy & Strategy – Completion Spring 2027 • Council Process – Completion Spring 2027 • Final Draft & Approvals – Completion 30 September 2027	

Key aspects of highways asset management approach

B5.2 - Asset data

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

5.2.1 - Additional information

- *Carriageway, footways & cycleways are managed through multiple platforms with limited integration. UK PMS, HIMMS, Spreadsheets data etc.*
- *Structures are managed via AMX*
- *Drainage utilises GIS and Map16*
- *Street Lighting is managed via Telensa & GIS*
- *Traffic Signals are managed via InView for fault management and UTC and Stratos for remote monitoring.*

B5.3 – Asset data integration and management

B5.3.1 – Asset data integration

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

B5.3.2 – Additional information

We have several assets managed by different systems which do not currently link effectively. We are seeking to introduce a new system for customer, Ordering & Asset management that enable better integration going forward. Initial market engagement meetings have been held with some system providers. Our current HIMMS system integrates data well for some of our assets and for our Structures Assets we currently use AMX.

B5.4 – Lifecycle planning and investment decision-making

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

Wokingham Borough Council applies lifecycle planning principles to the management of carriageway and footway assets through the use of condition surveys, asset inventory data, maintenance needs assessments, treatment selection processes and forward works programming. Road condition data collected through UKPMS surveys and other inspections is used to identify deterioration trends, assess future maintenance needs and prioritise investment. The Council's approach focuses on selecting the most appropriate intervention at the right time, including preventative treatments, patching, resurfacing and reconstruction, to maximise asset life and deliver best value from available funding. Planned maintenance programmes are developed in advance and supported by long-term investment planning and condition analysis to manage deterioration and reduce future reactive maintenance requirements.

WBC applies lifecycle planning through a structured, data-driven Structures asset management system. Asset data is held in the AMX system, where condition information from inspections (ECS/SCS) is combined with deterioration modelling using the SAVI tool to forecast up to 50-year lifecycle performance. This enables prediction of future maintenance needs and whole-life costs, supporting proactive rather than reactive intervention planning. Outputs are used to prioritise renewals, optimise budgets, and justify capital funding. Risk-based inspection intervals further refine lifecycle strategies by focusing resources on higher-risk assets while extending cycles for lower-risk structures.

B5.5 – Performance monitoring and continuous improvement

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	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?	Yes
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

The Council does not currently have a dedicated set of formal KPIs for highways asset management outcomes. However, we do actively monitor network performance through road condition scores, safety inspections, defect trends, customer feedback, contractor performance and benchmarking information. This evidence is used to inform maintenance planning, prioritisation and future investment decisions. As our asset data systems develop, we will consider how these measures can be brought together into a clearer performance framework for monitoring long-term asset management outcomes.

B6 - Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	Yes
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	1.25 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	6.2 km
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 (See Notes)
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 (See Notes)
	a. Structural maintenance / reconstruction (in km)	0 km
	b. Preventative maintenance treatments (in km)	0 km

B6.1.6 - Additional information for maintaining footways and cycleways

Planned works of 7.5km at 25 sites. Forecast number of reactive interventions is 390 jobs at an estimated cost of £60,000. These may include footways, footpaths or cycleways.

6.1.4 - Footways & cycleways are included in our Winter Service Plan. Overgrown vegetation is routinely managed through highways inspections but there is not a current planned cyclical programme. All roads in the Borough are swept on a cyclical basis of 88 per annum.

6.1.5 - No such repairs have been identified as necessary at this time.

B6.1.7 - Evidence Summary

Please see links to our Winter Service Plan & Scheduled programme of Footway works.

[Volume 04 HMMP - Winter Service Plan 2025 to 2026.pdf](#)
[2026/27 Annual Road Maintenance Programme - Google Sheets](#)

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	60 % for A
	b) Planned maintenance (routine/cyclical and/or risk-based)	40 % for B
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
	• We have approximately 33,000 gullies through the Borough. • Silt levels are recorded on gulley catchpits when inspected / cleaned; • Routine cleansing is undertaken using GIS risk-based criteria, taking into consideration factors such as whether gulleys are below tree cover or not; the gradient of the road and drainage; traffic density, etc. • Gulleys deemed very vulnerable to siltation are cleaned 6 monthly; most gulleys are cleansed every 12 months; locations with little traffic or few surrounding trees are routinely cleaned every other year.	

B7.1.5 - Evidence Summary

Funding is directed at targeted surveys of the drainage network to clean, structurally survey and repair or upgrade. This is reducing the volume of reactive enquiries in relation to flooding and drainage.

As we continue this work, we are also increasing the inspection/cleansing of drainage lines annually to ensure issues such as siltation & root ingress do not become prevalent.

Other key areas for focus are to improve the maintenance of ditches to which the highways discharge through riparian ownership regulation and our own maintenance schedules as appropriate.

B7.1.6 – Approach to drainage asset management

The Council has increased drainage investment over the last two years and proposes to continue this approach. Many drainage systems no longer operate as originally designed, often due to ageing infrastructure, network damage and third-party interference. Improved asset knowledge and scheduled routine cleansing help identify issues earlier. Works by utilities, including telecommunications and pipe installations, can damage or obstruct drainage infrastructure and reduce system effectiveness. The Council is now more effective in identifying third-party damage, challenging utility companies and sub-contractors, and using evidence to secure corrective action or support recovery of costs.

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

• Highway inspectors receive LANTRA training, NRSWA training, CSCS and Professional membership. • Principal contractor is a member of the 5% club. Social value initiatives around young people, ex-service and ex-offenders. • We seek to employ apprentices within the Highways Service to create resilience in the team's design & delivery teams. We also facilitate internal employee training through secondments and work experience to assist with training evidence towards professional qualifications.

B8.1.8 – Additional information on skills/training

The Council supports early career development through a broad and growing apprenticeship offer. Apprenticeships also support hard-to-recruit professional pathways, including civil engineering and other qualified roles. Around 20% of an apprentice's time is dedicated to structured learning, which may include college, university, workplace shadowing or webinars. This provides practical support to individuals throughout their programme, helps them stay on track when challenges arise, and enables them to develop the skills, knowledge and behaviours needed to progress their careers. The approach also supports workforce resilience by addressing skills gaps, improving retention and sharing new learning across teams.

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?	No
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 – known informally & some 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	No
	- Tree planting / shading for heat management	No
	- Other (please specify) - Water Bags have been utilised to help water, tree installations placed in March.	Yes
	- None of the above	N/A
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
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 Councils Carbon leadership programme assessment of the Service, scored 60, which is considered GOOD.
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B9.1.9 - Adaptation / resilience activities

Councils are required to adapt and manage emerging issues regardless of the cause. Weather is a significant factor and more needs to be done to help plan for these occurrences and understand best how to live with change. The Council is interested to know how the DfT can further support Council's financially to meet these challenges.

9.1.1 This will form part of our asset strategy & policy reviews with a target completion of 30th September 2027.

9.1.2 - The Council does not have a current up to date or comprehensive resilient network plan. There are data sources spread over several areas but collating into one document is considered necessary.

9.1.4 - Our assets have differing levels of documentation & a need of the asset policy review is to embed a greater consistency across each.

B10 – Innovation

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

10.1.4 - Evidence Summary

10.1.2 Members of the Wokingham Highway Alliance are encouraged to suggest alternative materials, methodologies & emerging practices. Our contractor partner also hosts an annual event for local authority Engineer's which showcases best practice through presentations, discussions and demonstrations of products and equipment.

We have locally trialled two separate mastic patching products, a carriageway preservation material and have previously looked at the use of AI in managing Highway Safety inspections.

10.1.3 We do not undertake detailed trials suitable for publishing as resources do not permit us to commit to doing so.

B10.1.5 - Additional information on our innovation activities

10.1.2 We will continue to trial new emerging materials and equipment. We're always seeking to find quicker, simpler and more cost-effective ways to manage the varying defects needing repair and where possible avoid or shorten some of the process which can delay a repair or cause repair to be managed more than once. 10.1.3 Collectively the teams will decide what to trial or bring forward and whether to progress with a local trial.

We evaluate any new products used and monitor their performance after application. An overview is sought and reached to decide if the product offers benefit, how it compares against other new or established methods. Monitoring will be carried out through all seasons.

10.2 – Examples of innovations that have been adopted

Initial views only.

1. Mastic Patching (Product 1) – The initial cost was comparable to traditional treatments; however, costs are expected to decrease with increased volume and direct labour application. The solution effectively addressed the defect, maintaining network safety. It is easy to apply, provides a neat finish, and significantly reduces on-site time, thereby minimising the need for extensive traffic management or road closures. An ongoing assessment is being conducted to determine the product's durability.
2. Mastic Patching (Product 2) – This material offers similar benefits to Product 1; however, it is less viscous and appears to deliver slightly lower performance. Surface irregularities of underlying defects remained semi-visible, and some level discrepancies were not fully resolved due to the material's fluid consistency. Although the product is more cost-effective initially, long-term durability and performance remain under consideration. Further assessment will determine its overall lifespan and suitability.
3. Carriageway Preservation has been evaluated for its long-term benefits as part of a comprehensive lifecycle treatment. The product is warranted, with the warranty period determined based on the volume of defects before application. Surface dressing can be applied to it in subsequent years, which could extend the preventative maintenance window of a road. However, performance has varied across different sites, and the associated costs were comparable to micro asphalt, which has demonstrated superior results and anticipated lifespan. We will continue to monitor its performance at the treated sites until the warranty periods expire. Currently, no additional applications of this material are scheduled.
4. Road Safety Inspections – Use of AI. This topic has been reviewed, and an overview of the process has been discussed. Concerns were raised regarding the data handling timeframes and ensuring compliance with our obligations under the Highways Act 1980. As a result, this initiative has been suspended; however, we remain interested in exploring it further. Future consideration may involve piloting the use of AI on specific roads or a select number of routes, running parallel with traditional methods to compare outcomes and identify any process-related issues.

B11 – Working with utility companies to reduce disruption to road users

ID	Question	Yes / No
11.1.1	Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes
11.1.2	Have you undertaken a senior endorsed assessment of whether a lane rental scheme would be suitable for your area?	No (See Notes)
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	Yes
11.1.5	Have you conducted a traffic sensitive review in the last three years?	No (See Notes)

11.1.6 - Evidence Summary

11.1.2 We have reviewed a neighbouring authorities' proposals and along with our own overview assessment and with the Service Director's approval agreed it is not a priority to pursue at this time. We are in the stages of preparing a brief to issue to a

11.1.3 Forward planning notices are used to identify our future works. The Council manages its planned works programmes 12 months in advance utility involvement is frequent in our planning.

11.1.4 The Council has completed and published a [Permit Scheme Evaluation](#) within the last three years.

11.1.5 The Council reviewed its Traffic Sensitive Streets in 2022 and is now overdue based on the 3-years recommended frequency.

B11.1.7 - Additional information

We assess permit applications to identify conflicts, support forward planning, promote collaborative working and minimise disruption, particularly on traffic-sensitive routes.

Permit durations are challenged where necessary to reduce highway occupation and delays to road users. Utility works are monitored through inspections and enforcement where standards are not met.

Strong relationships are maintained with utility companies and works promoters through regular engagement, including pre-start meetings for significant schemes, progress reviews during delivery and coordination of concurrent works. This proactive approach helps resolve issues promptly, improve communication between parties and reduce the overall impact of works on the network and 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 £/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

The contractor's performance is managed through a suite of Key Performance Indicators (KPIs) and governance meetings.

Routine audits are carried out on a percentage of works to ensure compliance. Issues are discussed along with agreed outcomes and whether any actions or changes are necessary.

Planned works are checked at various intervals to ensure compliance and behaviours are at the required levels. Defect notices are issued for any non-compliance, and the register is managed through meetings to ensure resolutions are agreed and the timescales for managing those.

As needs arise, we do undertake benchmarking exercises, especially against our neighbouring authorities.