

Transparency report – Technical Annex template

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	£	£	£
Other DfT capital funding utilised by local authority for highways maintenance	£	£	£
Other Government capital funding allocated by local authority to Highways Maintenance	£	£	£
Other capital funding allocated to highways maintenance	£	£	£
Total Capital funding allocated to highways maintenance	£	£	£

B1.1.2 - Additional information on funding figures

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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 / No
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£	£	£
Total highways maintenance	£	£	£

revenue spend			
Total spend	£	£	£

B1.2.2 - Additional information on total spending figures

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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	£	£	£	£
Structural carriageway maintenance	£	£	£	£
Planned carriageway repair / patching programmes	£	£	£	£
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£	£	£	£
Reactive carriageway repairs / patching (permanent repairs)	£	£	£	£
Reactive carriageway repairs / patching (total)	£	£	£	£
Other carriageway-related spend	£	£	£	£
Total	£	£	£	£

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

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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	km	km	m ²	m ²	m ²
2026-27 projected	km	km	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 / No
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B2.1.2 – Further information and context

Free text – optional – 100 words maximum	Yes / No
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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 (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

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	<i>(guidance - to match section A3.2)</i>
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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
[number, or no data held]	[number, or no data held]	[number, or no data held]	[number, or no data held]

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

free text

Guidance – Please include the following text to explain that authorities can use different criteria for identifying and counting potholes:

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

Free text - 100 words

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/no
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	Yes/no
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	Yes/no
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	Yes/no

B3.4.5 - Evidence Summary

Free text – 100 words

B3.4.6 - Additional information

Free text

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 / No
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	Yes / No

B3.5.3 - Evidence Summary

Free text – 100 words

B3.5.4 - Tools used for reporting

Guidance - If you use a specific citizen reporting tool to facilitate reports on highway defects, please set this out here. Word limit – 50 words

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

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 / No
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link	
5.1.3	Please provide the date it was last reviewed or updated	Date
5.1.4	Please provide proof of the review or update. <i>Free text - 50 words</i>	
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so. <i>Free text - 75 words</i>	

B5.1.6 - Further context (optional)

<i>Free text – 100 words</i>

Key aspects of highways asset management approach

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

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

Please complete the table below for your key highway assets.

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

5.2.1 - Further context (optional)

Free text – 100 words

B5.3 – Asset data integration and management

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

B5.3.1 – Asset data integration

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

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	
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)

Free text – 100 words

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

B5.4.4 - Evidence Summary

Free text – 100 words

B5.5 – Performance monitoring and continuous improvement

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

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

B5.5.5 - Evidence Summary

Free text – 100 words

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 / No
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	in km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	In 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 / No
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 / No
	a. Structural maintenance / reconstruction (in km)	In km
	b. Preventative maintenance treatments (in km)	In km

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

free text, optional – 100 words maximum

B6.1.7 - Evidence Summary

Free text – 100 words maximum

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	% for A
	b) Planned maintenance (routine/cyclical and/or risk-based)	% for B
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes / 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 / No
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	Yes / 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

Free text – 100 words

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

free text, optional – 100 words maximum

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 / No
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 / No
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	Yes / No
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 / No
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 / No
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 / No

B8.1.7 - Evidence Summary

Free text – maximum 100 words

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

Free text – optional – maximum 150 words. As part of this we would find it particularly helpful to know about any early careers support you provide.

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

B9.1.8 - Evidence Summary

Free text – 100 words maximum

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

Free text – optional - 200 words maximum

B10 – Innovation

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

10.1.4 - Evidence Summary

Free text – 100 words

B10.1.5 - Further context on your innovation activities

Free text – optional - 100 words maximum

10.2 – Examples of innovations that have been adopted

Guidance - please provide examples of innovations that have moved beyond trial into operational use in your authority. For each example outline: What was implemented, what impacts it has had (e.g. cost, performance, safety), and the scale of adoption.

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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 / No
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	Yes / No
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes / No
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	Yes / No
11.1.5	Have you conducted a traffic sensitive review in the last three years?	Yes / No

11.1.6 - Evidence Summary

Free text – 100 words

B11.1.7 - Further context

Free text – optional - 100 words maximum

B12 – Managing highways maintenance contracts effectively

Only answer this sections if you utilise a contractor to deliver any of your **carriageway** maintenance operations, including: structural maintenance, planned repairs / patching, or reactive repairs / patching

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes / No / Partially (please specify in further context)
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 / No
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 / No
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 / No

12.1.5 - Evidence Summary

Free text – maximum 100 words

B12.1.6 - Further context

Free text – optional – maximum 150 words