

Reading Borough Council

Date published: **31st October 2025**

Local highways maintenance transparency report

Annex B - incentive element questions

What is your local authority's assessment of the Gross Replacement Cost / Asset Value of your total highway assets (including bridges, cycleways, footways, drainage, trees et cetera but excluding land), using the HAMFIG or CIPFA methodology and the last available rates?

Response:

Asset Type	Gross Replacement Cost	Depreciated Replacement Cost
	£000	£000
Carriageway	919,280	876,312
Footway	115,908	92,197
Structures	226,912	196,096
Street Lighting	17,876	5,564
Street Furniture	13,138	5,736
Traffic Management System	41,181	28,035
Land	0	0
Total	1,334,297	1,203,940

What percentage of your current asset value has been spent on maintenance in each of the last 5 years?

Response:

Year	Percentage
2024/2025	0.70%
2023/2024	0.79%
2022/2023	0.80%
2021/2022	0.65%
2020/2021	0.78%

Does your local authority use a Customer Service / Satisfaction Survey such as the NHT network? If so, who do you use and how does this get factored into maintenance operations?

Response:

Yes, we have engaged with the annual NHT residents survey since 2008. Our latest 2024/25 results show Reading has 29 of the 30 Highway Maintenance indicators above the national average.

The Council also carries out its own resident's satisfaction surveys and the outcomes actively inform how the Council responds to our residents. For example, with road maintenance and potholes being a high priority with our residents, the Council has invested £17M of its own capital into Residential Roads and Footways since 2020/21 to 2025/26, which is over and above the Department for Transport Local Transport Plan (LTP) capital awards, that has resulted in 79% of our residential roads now showing a 'good condition (Green).

Link to RBC published Satisfaction Survey 2024 results (the 2025 results will be published in coming weeks). [Project: Residents' Survey 2024 - Results | Reading Borough Council](#)

Does your authority carry out benchmarking of its performance with other authorities and can you provide evidence of that?

Response:

Yes, Reading Borough Council (RBC) are members of the Local Council Roads Innovation Group (LCRIG). Our Highways & Traffic Services Manager sits on the LCRIG Innovation Board and is also Vice Chair of the South Central regional LCRIG, where quarterly meetings are used to share best practice, innovation, trial outcomes and benchmarking.

Reading also share best practice with our neighbouring Berkshire Local Authorities (includes Bracknell Forest BC, Reading BC, Royal Borough of Windsor & Maidenhead, Slough BC, Wokingham BC & West Berks BC).

Reading is also engaging with David Denner, the Highways Technology Manager for the Welsh Government and hosting a joint Local Authority exploration of the WDM system that we all use, this includes RBC, Highway Technology Wales, Oxford CC, Wokingham BC & West Berkshire BC. This is to explore sharing best practice, possible joint procurement, innovation and resourcing opportunities.

Reading have also regularly contributed towards the Annual APSE Benchmarking Performance Network benchmarking programme.

Do you have a highways asset management performance management framework against which you are regularly tracking performance?

Response:

Yes, the Council collect and publish Corporate and Service KPI's, see link to latest Policy Committee report 17th September 2025.

[Agenda for Policy Committee on Wednesday, 17th September, 2025, 6.30 pm - Reading Borough Council](#) (refer to item 26 appendix 5).

In addition to the Council's Corporate and Service KPI's, see below:

We have a Highway Asset Management (HAM) Board with Lead Portfolio Members, Assistant Director, Highways & Traffic Services Manager, Highway Assets Manager, Highways & Drainage Operations Manager, Transport Manager, Development Control Manager, Finance Partner & Legal Lead Officer. All aspects of Highway Asset Management are addressed to comply with Well Managed Highway

Infrastructure: Code of Practice. The Board meet quarterly with full board annually. Reports are taken to Housing Neighbourhoods & Leisure Services Committee (HNL) to provide appropriate updates and seek decisions when required.

Link to the next HNL Committee meeting where Highway Asset Management report will be tabled:

[Agenda for Housing, Neighbourhoods and Leisure Committee on Wednesday, 12th November 2025, 6.30 pm - Reading Borough Council](#)

What are your key performance indicators (KPIs) for maintenance?

Response:

Classified road target conditions

Target Condition		
Class	Red	Amber
A	5%	25%
B	5%	25%
C	5%	25%

Unclassified Roads target condition

Target Condition		
Class	Red	Amber
U	5%	35%

Pothole repair response time

Priority	Action	Response Time	Compliance
R1e#	Make safe or undertake an emergency repair with 3 hours following receipt of instruction (including weekends and Bank Holidays).	3 hrs	99%
R1	Repair or make safe within 24 hours following receipt of order (including weekends and Bank Holidays)	24 hrs	99%
R2a	Repair within 7 days following receipt of order (calendar days)	7 days	99%
R2	Repair within 28 days following receipt of order (calendar days)	28 days	99%

Structures condition standard

		Standard
Number of structures in a poor condition; the number of structures with a BCIcrit of very poor kept below		To not exceed 9 no.
Number of structures in a poor condition (BCIcrit); the percentage of structures with a BCI of poor kept below		To not exceed 33 no.

Does your authority have, and can you provide a weblink to:

- a Highways Asset Management Plan (HAMP)
[Highways Asset management - Reading Borough Council](#)
- a resilient network plan
[Emergencies - Reading Borough Council](#)
[Winter road maintenance - Reading Borough Council](#)

The Council also have internal Business Continuity Plans for each team, as well as an 'out of hours Call Out' plan, an Electricity outage plan, a water supply outage plan and an AWE (Atomic Weapons Establishment) plan.

Can you confirm that your local authority has provided, or will provide, DfT with all of the data required under the annual single data list requirements in 2025, namely:

- 130-01: principal roads where maintenance should be considered
Yes, this was provided to DfT
- 130-02: non-principal classified roads where maintenance should be considered
Yes, this was provided to DfT
130-03: skidding resistance data
Yes, this was provided to DfT
- 130-04: carriageway work done from April 2024 to March 2025
Yes, this was provided to DfT
- 251-01: winter salt stock holdings for winter 2025
900t salt stock maintained during Winter Season

In addition to the data required for the single data list, what other data does your authority collect on the condition of its highway assets, including footways, cycleways, structures, and lighting columns? To what standard do you collect this data and with what frequency?

Response:

- **Footway condition:** Condition assessment using a CVI based assessment regime, frequency between 6 months and 18 months depending on hierarchical status of road.
- **Unclassified road condition:** Condition assessment using a CVI based assessment regime, frequency between 6 months and 18 months depending on hierarchical status of road.
- **Cycleway inspections** are carried out as part of the carriageway & footway inspection regimes (above).
- **Structures / Bridge condition:** Cyclical risk-based Principal Inspections (PI) & General Inspections (GI) carried out by Term Structural Consultants. Inspections frequency is risk based with PI varying between 6 & 12-year intervals, and GI varying between 2 & 3-year intervals. Special Inspections (SI) are carried out as and when necessary.
- **Streetlighting condition:** 6-year cyclical inspection regime, (min. 3,000 per year) carried out using electrical & visual (GN22) condition surveys.

- **Gully cleaning regimes – annually attending with gully emptying machine and recording condition on WDM (asset management system). We are Investigating a risk-based approach to improve efficiency.**
- **Highway tree condition are inspected on a regular risk-based surveying regime including both visual and intrusive where concerns are found.**

The information provided to DfT will need to be signed off by:

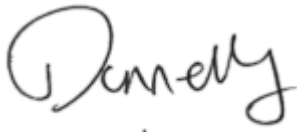
- the Leader of the Council or the cabinet member with responsibility for highways

A handwritten signature in black ink that reads "Liz Terry". The signature is written in a cursive style with a large 'L' and 'T'.

Cllr Liz Terry

Leader of the Council

- your Section 151 Officer

A handwritten signature in black ink that reads "Stuart Donnelly". The signature is written in a cursive style with a large 'S' and 'D'.

Stuart Donnelly

Financial Planning & Strategy Manager (Deputy S151 Officer)