Brighton and Hove City Council

City Infrastructure

Local Highways Maintenance Transparency Report 2026

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Brighton & Hove City Council

Highways maintenance transparency report

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Transparency Report

How we maintain local roads, pavements, and the wider highway network in Brighton and Hove City Council

A1 – What we are responsible for maintaining

Below is a summary of the key highway assets and their quantities. While not exhaustive, it demonstrates the scale of the network and assets within the highway extent.

- **Carriageways** – total length 620km
- **Footways** – total length 1159km
- **Cycle ways** – total length 49km
- **Street lighting assets**– total 22,489
- **Traffic signal assets** total 6,502
- **Highway Structures** – total 159
- **Highway drainage assets** - total 25,479
- **Other highway assets**

Brighton & Hove City Council faces significant challenges in maintaining its highway assets due to historic underinvestment and an ageing network requiring increasing intervention. The city manages around 150km of concrete roads, many nearing the end of their design life and becoming more prone to deterioration and costly repairs. Climate change adds further pressure, with more frequent extreme temperatures causing expansion and contraction of materials, while intense rainfall accelerates deterioration and increases the risk of asset failure. The city's coastal location exposes infrastructure to salt-laden air and harsh environmental conditions, reducing asset lifespan. In addition, Brighton & Hove has the UK's largest population of elm trees, whose extensive root systems can damage footways, kerbs and carriageways. As the city also has the highest bus use outside London, frequent heavy vehicle movements place additional strain on road surfaces, particularly residential roads. Together, these factors challenge the delivery of a safe, resilient and sustainable highway network.

A2 – Road conditions in Brighton and Hove City Council

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	6%	38%	56%
2024	18%	26%	56%
2025	14%	33%	54%

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%	27%	68%
2024	15%	23%	62%
2025	12%	31%	57%

A2.3. U roads

Year	Percentage of road in red category
2023	11%
2024	8%
2025	8%

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

Historically, road condition data was collected using SCANNER. In 2023/24, the Council adopted a new data collection method to improve accuracy. As a result, the increase in the proportion of roads classified as red from 2024 reflects the change in methodology rather than a significant deterioration in network condition.

The Council now undertakes Annual Engineers Inspections (AEIs), carried out by qualified engineers who assess the full network and identify appropriate treatments for practical lengths of road, typically between junctions. This provides a more realistic assessment of maintenance needs and costs.

Condition ratings are:

Green – as new or up to standard

Amber – requires preventative maintenance

Red – requires structural maintenance

From 2026/27, the Department for Transport will introduce the PAS 2161 standard, which will classify roads into five categories instead of three. This may result in further shifts in reported condition data before a new baseline is established.

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

A3.1. – What is a pothole?

Brighton & Hove City Council does not define a pothole by its size alone. Instead, we use a risk-based approach to decide when repairs are needed. Road defects are inspected once there is an abrupt level difference of 40mm deep, while pavement defects are inspected at 20mm deep. Highway Inspectors then assess the risk by considering factors such as traffic levels, the location of the defect, and the likelihood of it causing an accident. Repairs are prioritised based on risk and may be completed within 2 hours, 24 hours, 7 days or 28 days.

When potholes and other defects keep reappearing on the same road, it is usually a sign that the road surface has reached the end of its life and needs resurfacing. As funding is limited, it is not possible to resurface every road immediately. Repairing the highest-risk defects helps keep roads safe until more extensive repairs can be carried out.

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

Brighton & Hove City Council is taking a prevention-first approach to tackling potholes. Rather than waiting for roads to deteriorate, we invest in an extensive planned maintenance programme that treats roads before significant defects develop, helping to extend their lifespan, reduce whole-life maintenance costs and prevent potholes from forming in the first place. Our preventative treatments include micro asphalt, which protects and extends the life of road surfaces, as well as large-scale patching and jointing programmes that target the worst sections of carriageway to delay the need for full resurfacing, which is both costly and

carbon intensive. Where roads do fail, our priority is to carry out permanent repairs wherever possible. However, on busy roads and at junctions, access can sometimes be restricted, meaning a temporary repair may be required to make the area safe before a permanent repair is completed within 28 days. In 2025/26, we estimate that we repaired 8,328 potholes across our network.

This year, we are also exploring the use of new repair technology and machinery, which we hope will reduce the need for temporary repairs and enable more defects to be fixed right first time.

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

In 2025/26, the Council introduced a new online reporting tool to make it easier for residents to report potholes and other highway safety issues. Residents can now pinpoint problems on a map and upload photos, helping officers assess and prioritise issues more quickly. The system covers a range of concerns including potholes, street lighting, traffic signals, drainage and public rights of way, allowing a range of issues to be reported in one place. Reports are automatically sent to the correct team, reducing delays and improving response times.

The public can report safety issues on our roads via this link - Roads, pavements and potholes - report damage

A3.4. What happens after a pothole is reported

When the Council receives a report of a pothole or other highway safety issue, it is reviewed and triaged to identify duplicate reports and defects already known to us. During peak periods, particularly in winter, we can receive around 200 reports per day. While we are unable to provide individual responses to every report, all reports are reviewed and investigated as required. New defects are allocated to the relevant Highway Inspector, who will investigate and act in line with our Highway Reactive Safety Maintenance and Inspection Policy. We are also exploring automated resident updates for the future.

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	**£15,155,654**	**£21,878,152**	**£26,798,871**
Of which spent on:			
Carriageways	£5,273,341	£7,181,497	£8,098,426
Footways	£1,131,088	£1,581,755	£2,239,878
Structures (for example bridges or tunnels)	£1,297,879	£1,546,077	£6,340,220
Drainage	£349,472	£326,047	£332,500
Street lighting	£1,783,254	£1,638,040	£3,875,659
Other assets	£5,320,621	£9,604,736	£5,912,188

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	£8,272,500	£11,840,036	£15,452,836
Additional highways maintenance funding provided by the Council or third parties	£6,883,155	£10,038,115	£11,346,035
Total	£15,155,654	£21,878,152	£26,798,871

A5 – Our maintenance plans for this year

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

Planned Highway Maintenance in 2026/27 includes but is not limited to the following activities:-

- 4 km of carriageway reconstruction and strengthening
- 7 km of carriageway resurfacing
- 11 km of preventative micro asphalt treatments
- 5 km of large scale planned patching and jointing across 19 sites
- The removal of 20 tree stumps at sites with significant root damage to improve accessibility
- 2143 m2 of bus stop road strengthening

- 4,972 m2 of footway large-scale patching and resurfacing
- 10450m2 of footway preventative maintenance
- Safety improvements to vehicle restraint systems at 8 locations
- Upgrade and refurbishment of 5 signalised junctions and 3 signalised pedestrian crossings
- Planned maintenance on 10 Highway Structures
- Painting of 272 cast iron lamp columns as part of a rolling programme to extend asset life
- Complete restoration of 15-20 historic lamp columns along Brighton seafront

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

Details of the 2026/27 planned maintenance programme can be viewed on our website at Road maintenance programme 2026 to 2027

Details of the wider capital programme can be viewed in the Transport Capital and Maintenance Programme 2026/27 Cabinet Report – Pages 541 - 626

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

We prioritise highway maintenance using a data-led lifecycle approach that helps us identify the right treatment, at the right time, on the right road. Annual condition surveys, asset data and predictive modelling enable us to target preventative maintenance while roads are still in good condition, extending asset life, reducing whole-life costs and lowering carbon emissions. This approach helps keep good roads in good condition for longer and delays the need for expensive resurfacing.

Our annual programme is prioritised through a two-stage process. First, an automated assessment ranks roads based on factors such as condition, deterioration rates, inspection reports, network importance, reactive maintenance costs, proximity to key services and ride quality. Secondly, engineers carry out detailed site assessments and review schemes to consider site-specific factors including planned developments, capital projects, utility works, affordability and alignment with lifecycle budget allocations.

This risk-based approach delivers the greatest value from the available funding, maintaining more of the network in a safe and serviceable condition.

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	*£3,687,000*	*£5,284,790*	*£5,475,000*
Other **DfT** capital funding utilised by local authority for highways maintenance	£2,604,333	£2,536,413	£9,977,836
Other **Government** capital funding allocated by local authority to Highways Maintenance	*£1,981,167*	*£4,018,833*	*£0*
Other capital funding allocated to highways maintenance	*£551,366*	*£2,739,699*	*£3,554,905*
Total Capital funding allocated to highways maintenance	***£8,823,865***	***£14,579,735***	***£19,007,741***

B1.1.2 - Additional information on funding figures

The reported capital funding includes a range of funding streams including but not limited to DfT Maintenance Block, DfT Integrated Transport, DfT Bus Service Improvement Plan, Local Growth Fund, DfT Major Road Network and Internal long-term investment loans and capital.

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	£8,823,865	£14,579,735	£19,007,741
Total highways maintenance revenue spend	*£6,331,789*	*£7,298,417*	£7,791,130
Total spend	**£15,155,654**	**£21,878,152**	**£26,798,871**

B1.2.2 - Additional information on total spending figures

N/A

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	£1,830,701		£1,840,543	
Structural carriageway maintenance	£3,320,695		£3,903,701	
Planned carriageway **repair / patching** programmes	£278,328		£480,083	
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)		£262,766		£281,115
Reactive carriageway **repairs / patching** (**permanent repairs**)		£1,489,007		£1,592,985
Reactive carriageway **repairs / patching (total)**		£1,751,773		£1,874,100
Other *carriageway-related spend*		£496,703		£559,788
Total	**£5,429,724**	**£2,248,476**	**£6,224,326**	**£2,433,888**

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

The split between the different capital treatment types has been determined using the lifecycle modelling budget allocations agreed for each treatment category. This approach ensures that investment is targeted in line with long-term asset management objectives, optimising outcomes across the network by balancing performance, risk, and value for money while maintaining the overall resilience and condition of the asset base. The split between revenue repair types has been calculated using the 2025/26 percentage split between temporary and permanent repairs. Other carriageway related spends include staff costs that specifically relate to the delivery of reactive maintenance and the planned maintenance programme.

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	7.46km	7.69km	11353m^2	7058m^2	1270m^2
2026-27 projected	10.76km	11.45km	13140m^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**

B2.1.2 – Further information and context

Planned patching programmes are recorded in two ways. The length of the whole road that is to be treated by large-scale patching as well as the m2 measurement of the individual repairs that take place. The data in B2.1 relates to the actual m2 of repaired surface. The patching length in section A5.1 relates to the total length of road that is considered for large-scale patching as part of this programme.

B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

NB. Brighton and Hove Council operate a risk-based approach with investigation levels rather than intervention levels. The table below therefore lists the investigation levels within our Highway Reactive Safety Maintenance and Inspection Policy 2025.

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
Surface Defect – abrupt level difference	40mm to 75mm deep (≥300mm x 300mm wide)	Road Hierarchy, traffic volumes, location within the carriageway and the overall assessment of the probability and impact of a potential risk occurring	2hr/24hr depending on the dynamic risk assessment	7 days or 28 days depending on the dynamic risk assessment
Surface Defect – Abrupt level difference	>75mm+ deep	Road Hierarchy, traffic volumes, location within the carriageway and the overall assessment of the probability and impact of a potential risk occurring	2hr/24hr depending on the dynamic risk assessment	7 days or 28 days depending on the dynamic risk assessment
Carriageway Ironwork – Pitching/rocking difference in level	50mm to 75mm deep	Road Hierarchy, traffic volumes, location within the carriageway and the overall assessment of the probability and impact of a potential risk occurring	2hr/24hr depending on the dynamic risk assessment	7 days or 28 days depending on the dynamic risk assessment
Carriageway Ironwork – Pitching/rocking difference in level	>75mm+ deep	Road Hierarchy, traffic volumes, location within the carriageway and the overall	2hr/24hr depending on the dynamic	7 days or 28 days depending on the

		assessment of the probability and impact of a potential risk occurring	risk assessment	dynamic risk assessment
Carriageway Ironwork - Missing	Standard size gully	Road Hierarchy, traffic volumes, location within the carriageway and the overall assessment of the probability and impact of a potential risk occurring	2hr/24hr depending on the dynamic risk assessment	7 days or 28 days depending on the dynamic risk assessment
Carriageway Ironwork - Missing	Super gully	Road Hierarchy, traffic volumes, location within the carriageway and the overall assessment of the probability and impact of a potential risk occurring	2hr/24hr depending on the dynamic risk assessment	7 days or 28 days depending on the dynamic risk assessment
Carriageway Ironwork - Missing	Manhole	Road Hierarchy, traffic volumes, location within the carriageway and the overall assessment of the probability and impact of a potential risk occurring	2hr/24hr depending on the dynamic risk assessment	7 days or 28 days depending on the dynamic risk assessment

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*8,328*

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	1270	7058

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

Repairs are recorded in m2 rather than the number of potholes. It has therefore been assumed that 1m2 of reactive surface repair is the equivalent of one carriageway pothole. The information above only relates to the reactive repair of carriageways. In 2025/26, the Council also carried out 3696m2 of reactive repairs to the footway.

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)	£235	Unit/average cost of a temporary pothole repair on your network (reactive)	£139

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

Average cost has been calculated by dividing the total cost of the type of repairs by the total area repaired in 2025/26. The data excludes patches that are over 10m2 to ensure that the average cost is not influenced by economies of scale.

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

Highway Services Contract – Volume 4 Specification & Standard Drawings – details all specifications within the current highway maintenance framework contract in relation to planned and reactive maintenance

Defect Notice Job example – Screenshots from the system to document defect notice documentation

Defect Notice System Process – flow chart of the defect notice process for reactive maintenance via the system

Service Managers Instruction – Overbanding – Example of overbanding improvement action taken in response to quality concerns

B3.4.6 - Additional information

Standard detail drawings for footways and carriageways, together with defect correction periods and material requirements, are specified within the Council's Highways Services Framework Contract. These requirements are applied to both planned and reactive repairs, with repair techniques and materials selected to provide an appropriate and durable solution for the defect being addressed. All materials used on the highway are HAPAS approved where applicable and have certified performance characteristics and expected service lives. Larger reactive repairs are referred to the Highways Maintenance Engineer for detailed planning and specification to ensure the most appropriate treatment is selected to maximise longevity and provide value for money.

The Council's planned maintenance programme is delivered through our NEC framework contract, with material specifications and construction methods selected to achieve the required performance and durability throughout the intended life of the treatment. For reactive repairs, managers review higher-value repair jobs before works are instructed to ensure that the proposed intervention, materials and methodology are appropriate and represent a long-term and cost-effective solution. Permanent repairs are carried out first time whenever feasible. If a temporary repair is required, then a HAPAS approved material will be specified and a follow up ticket for permanent repair will be raised at the same time.

The appropriateness of carriageway interventions and the quality of workmanship are routinely monitored through highway inspections, review of pre and post repair photographs, supervisor checks and formal sign-off by the relevant Highway Inspector before payment is authorised. General issues relating to workmanship, material performance or defect correction times are discussed at weekly Highways Operations Team meetings, with urgent issues escalated immediately to the term contractor. Non-urgent matters are reviewed through monthly contract management meetings, providing regular oversight of contractor performance and repair quality.

The Council's works ordering system maintains a history of repair activities, completion dates and inspection records including before and after photos. Subsequent inspections identify repeat defects and repair failures, enabling the service to assess the longevity achieved by completed repairs and identify areas for improvement. This information is reviewed through routine operational meetings and contract management meetings and is used to improve future specifications and working practices. For example, repeated failures associated with joint deterioration on reactive carriageway repairs were identified

through inspection records and performance monitoring. As a result, the Council amended its repair approach to require HAPAS approved overbanding tape on all carriageway patching works, improving the quality of saw-cut joints and increasing the longevity of completed repairs. This process ensures that lessons learned from completed works are captured and incorporated into future maintenance activities, supporting continuous improvement in repair performance and durability.

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?	**No**

B3.5.3 - Evidence Summary

We investigate every report received from the public relating to potholes and other highway defects. In the first instance, reports are triaged to identify and remove duplicates and to check whether the defect has already been reported and is known to us. Any new defects are passed through our system to the relevant Highway Inspector, who will assess the issue and arrange any necessary action in accordance with our Highway Reactive Safety Maintenance and Inspection Policy. Data on total reactive repair costs per road are then used as part of our value management prioritisation process to help inform and target future planned maintenance programmes. This can be evidenced in the annual **Carriageways Value Management Specification document** and associated data sheet if required. Total reactive repair costs per road are also monitored via a **live dashboard** to ensure that any in year failures can be identified and resolved on a reactive basis. A contingency budget is held back each year to tackle any significant in year road failures.

B3.5.4 - Tools used for reporting

Our Customer Contact web forms enable the public to report issues by uploading photos and pinpointing defects on an interactive map. Fully integrated with Brightly - Confirm (our works management system), reports are automatically routed to the appropriate member of the team, streamlining workflows and reducing delays in response times and resolution.

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	*159*
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	*29*
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	*68*
4.1.4	Number of **General Inspections** carried out in 2025-26	*68*
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	*9*
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*9*

B4.1.7 - Further Context
All Highway Structures are managed through our Asset Management System - BridgeStation. The Inspection regime data is separate to any major highway works that are either currently being implemented or in the process of being completed. BridgeStation Assets are updated on completion of works or improvements, but these updates are actioned only once all works are finished and certificated. Evidence is available in the form of screenshots of dashboards and data sets from the system if required.

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
	Highway infrastructure asset management policy and strategy 2026

5.1.3	Please provide the date it was last reviewed or updated	Date:12/02/26

5.1.4	Please provide proof of the review or update.
	The updated Highway Infrastructure Asset Management Policy and Strategy was approved by Full Cabinet on 12/06/26. This is evidenced by the decision list from this meeting via this link Full Cabinet Decision List 12-2-26 (see page 4, item 128, point 3)
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.
	Not applicable.

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	Full	Full
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

Full details of asset inventory, performance and financial data are held within our **Highway Data Management Strategy**. The Highway Data Management Strategy establishes how Brighton & Hove City Council will manage and improve highway asset data to support effective, evidence-based asset management. It aims to ensure data is accurate, accessible and regularly updated, enabling informed decisions on maintenance, investment and service delivery. The strategy reviews current data holdings, identifies gaps and improvement opportunities, sets update schedules, and promotes better data governance and integration across teams. It also outlines future developments, including enhancing the Highway Asset Map and improving data quality, helping the Council maximise asset value, improve network resilience, and maintain a safe and sustainable highway network.

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	X
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)

Most highway assets are managed within a single digital asset management platform, Brightly - Confirm, providing a consistent approach to asset data, inspection, maintenance and lifecycle management. However, highway structures require more specialist functionality and are therefore managed within BridgeStation. Traffic Signals and Drainage are managed using software provided through the service maintenance contract. All other key highway asset groups are managed within Confirm.

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?	**Yes**
5.4.3	Do you use lifecycle plans for **structures** to support investment decisions?	**No**

B5.4.4 - Evidence Summary

Lifecycle planning and condition modelling for structures is underway and is expected to be completed during the current financial year. For carriageways and footways, evidence of lifecycle planning and condition modelling is documented within the relevant **Condition Projection Model Results Reports**. These models and methodologies are reviewed on a five-year cycle. The next review of the carriageway model is due in 2028/29, followed by the footway model review in 2029/30.

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

B5.5.5 - Evidence Summary

Further details on performance monitoring and continuous improvement are set out in the **Highway Performance Management Framework.** This document includes Corporate, Contract and Operational KPIs and explains how Brighton & Hove City Council measures, monitors and reports highway service performance.

Corporate KPIs are monitored, reported and published twice a year as part of the Council Plan update which is agreed with members and the corporate leadership team. See page 32 of the **Mid-Year Council Plan Performance Update 2025/26**

A new KPI dashboard has been developed to bring together Contract and Operational KPIs into one place to improve transparency and management oversight. We will continue to develop this to include more asset groups over the coming year.

The last independent service review took place in 2021 and resulted in the creation of a new Highway Strategic Asset Manager role in April 2022.

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**	**2.5 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**5.2 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**
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**
	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

A full network footway condition survey was conducted in 2024/25. This data was used to conduct lifecycle modelling, establish maintenance backlogs and strategic funding requirements and the data continues to inform the forward works programme. The Footway, Carriageway and Resilient Network hierarchies were also reviewed in the same year and are used to prioritise planned maintenance forward programmes. Our Local Cycling and Walking Investment Plan was also used to inform the hierarchy review and therefore the priority walking and cycling routes within the city are integral to the way we prioritise work on our active travel corridors. Many of our key cycle corridors are on the upper hierarchy roads and therefore receive maintenance priority e.g. the resurfacing of key cycle corridors in 2026/27on Lewes Road and Dyke Road Avenue.

During a snow fall event, snow clearance on footways is prioritised outside schools, medical and emergency facilities. Many key cycle corridors are included in the winter gritting routes as they form part of key network.

Routine vegetation clearance takes place on key walking and cycling routes within the Rights of Way Network. Footways are part of a risk-based routine street cleansing programme that includes daily cleansing in the town centre.

B6.1.7 - Evidence Summary

Local Cycling and Walking Investment Plan (LCWIP) *– identifies key active travel corridors and neighbourhood areas where investment should be targeted to support active travel. This data was used to inform the footway and carriageway hierarchy review in 2024/25.* ***Footway Hierarchy Review Summary*** *– demonstrates how the LCWIP outcomes have been built into the hierarchy review and therefore inform the prioritisation of planned maintenance works programmes.* ***Footway Value Management Annual Specification*** *– demonstrates how the footway hierarchy and therefore the LCWIP outcomes are weighted within the value management process of planned maintenance works prioritisation.* ***Winter Service Plan*** – documents the approach to snow clearance on footways.

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	**34%**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**66%**
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

Gully Cleansing Strategy Update 2024 – describes the risk-based approach to gully cleansing within Brighton and Hove City Council **Asset Management System and Data** – screenshots from our Map 16 asset management system demonstrate an overview of asset condition and mapped based asset data including inspection records, silt levels and defects. **Flood risk and street tree data** – screenshot of mapping demonstrating the use for flood risk data to generate high-risk sites for pre-storm leaf clearance and cleansing.

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

Brighton & Hove City Council manages highway drainage assets using a data-led risk-based approach that prioritises maintenance and cleansing activities where they are needed most. Historic silt level data, drainage asset condition information, and flood risk evidence are used to identify higher risk locations and to optimise the 4-year gully cleansing programme. All gullies in the City are cleansed a minimum of every 4 years but higher risk sites are cleansed every 6 months, 1 year or 2 years based on their determined risk. This targeted approach helps reduce flood risk, improve network resilience, and ensure available resources are directed to areas with the greatest operational and community impact. High risk flooding areas have also been mapped alongside street tree data to identify high risk leaf fall areas as part of an emerging Storm Mitigation Strategy. These sites are monitored via a separate dashboard for additional visibility.

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

The Council widely promotes access to apprenticeship schemes for both existing staff and early careers development. Within City Infrastructure we currently have 16 members of staff taking part in the apprenticeship programme with courses including Civil Engineering, Chartered Managers, Operations Managers, Digital Product Managers, Data Technicians, Project Management and Team Leaders. The Council also funds job specific training such as LANTRA Inspectors, NRSWA, Asset Management, IHE Winter Decision Makers, CDM, Project Management, G39 Safe Isolation and Institute of Lighting Professionals Exterior Lighting Diplomas.

Staff are active members of local and regional groups including LGTAG and LCRIG and attend regional meetings, webinars and events to ensure they stay up to date and well informed whilst also sharing feedback on trials and innovations from across the service. Details of all training is documented in the **Highways Training Matrix** and **Health and Safety Training Matrix** documents as well as individual **Competency Assessments**.

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

The council has developed competency requirements for two key asset management roles but further work is needed to develop competency requirements for other key Highway Asset Management roles and hope to have this in place by the end of 2026/27. At present key training requirements for Highway Inspectors are listed on page 22 of the Highway Reactive Safety Maintenance and Inspection Policy and compliance is monitored via the Training Matrix and Personal Development Plans. All key asset managers within City Infrastructure received 2-days of in person Asset Management Training in 2023.

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	**Yes**
9.1.3	If yes when did you last update this.	**10/2024**
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	**Yes – 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	**N/A**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**Yes**
	- Other (please specify)	**No** (if yes, 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	**Yes**

	place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	
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

Resilient Network Review 2024 – this document explains the review process and agrees the updated Resilient Network

Flood risk and street tree data – screenshot of mapping and dashboards demonstrating the use for flood risk data to generate high-risk sites for pre-storm leaf clearance and cleansing.

Approach to Flood Risk Management – detail on our website regarding our current approach to flood risk management

Wild Park Rainscape project – Details a project within Wild Park to help manage flooding in the area.

Norton Road Rain Garden Project – example of a rain garden project to manage flooding in an urban environment.

Tree Planting Strategy – Sets out our 5 year plan for increasing the number of trees in the City as well as protecting the existing stock.

Climate Risk & Vulnerability Assessment & Adaptation Action Plan – Details the corporate approach to climate adaption across all services.

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

High risk flooding areas have been mapped alongside street tree data to identify high risk leaf fall areas as part of an emerging Storm Mitigation Strategy. Evidence is available in the form of screen shots from our Flood risk and street tree map demonstrating the use for flood risk data to generate high-risk sites for pre-storm leaf clearance and cleansing.

The Council has attended in person events and webinars regarding Live Labs 2 and continue to keep a close interest in the outcomes from this programme.

The Council have applied the Local Transport Infrastructure Benchmarking Tool (LTICBT) and the Carbon Assessment Tool (CAP) which is recommended through DfT's Quantifiable Carbon Guidance (QCG) which includes an assessment of Highway Maintenance. The Council has also registered interest to join Phase 3 of the ADEPT Carbon Leadership Programme in May 2027.

The extreme wet winter of 2025/26 highlighted the vulnerability of parts of the highway network to prolonged adverse weather conditions. In response, the Council plans to double its investment in preventative carriageway maintenance in 2027/28, enabling a greater extent of the network to be sealed and protected before future severe winter periods occur.

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

Highway Performance Management Framework *– Includes details of contract KPIs*

Extract of standard tender questions *– includes the questions used as standard in all Highway tenders relating to the need for the tenderer to integrate efficiencies and carbon reduction within their proposed solutions.*

B10.1.5 - Further context on your innovation activities

The Council's NEC Highways Framework Contract actively encourages innovation through performance-based KPIs covering Carbon Reduction, Innovation, Social Value and Collaboration, with monthly monitoring and financial incentives. Similar requirements are being embedded within a new street lighting contract. Tender submissions are assessed on efficiency, carbon reduction and innovative delivery methods, encouraging the adoption of new materials, technologies and practices. Innovations are regularly reviewed through tender evaluations, performance monitoring and scheme reviews, and where proven to deliver benefits, are incorporated into standard operations. This has already resulted in the adoption of single-layer carriageway solutions and low-carbon materials, reducing both costs and emissions.

We regularly attend regional meetings with LCRIG to share innovations and lessons learnt on all trials as well as learning from other Local Authorities

10.2 – Examples of innovations that have been adopted

TacGrid, an alternative to traditional tactile paving that is more resistant to vehicle overrun and provides a longer service life, was initially trialled at four locations. Following successful performance, it has been adopted as a standard product within our contracts and is now used across multiple teams, including Traffic Signals, Highway Operations and Transport Projects.

Single-layer carriageway solutions, such as SureLayer, were initially trialled on the A270 Old Shoreham Road. By combining binder and surface courses in a single pass, the approach reduces costs, carbon emissions, programme duration and material waste. Following successful results, it has been adopted on major surfacing schemes, including Falmer Road and Warren Road.

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?	**Yes**
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?	**Yes**

11.1.6 - Evidence Summary

Full Cabinet - Lane Rental Decision Details - Brighton & Hove City Council - Decision - Lane Rental Scheme

Traffic Management Scheme Review 2021-2024 - Traffic Management Permit Scheme - Evaluation Reports

A full review of traffic sensitive streets took place over the last 12 months and the results will be published in due course.

B11.1.7 - Further context

Brighton & Hove City Council monitors and enforces the quality of utility street works under the New Roads and Street Works Act 1991 (NRSWA) and through its Streetworks Permit Scheme, which is funded by permit fees. Council officers carry out inspections of works in progress and completed reinstatements to check compliance with permit conditions and reinstatement standards. The council also meets regularly with utility companies and other works promoters to coordinate forward works programmes, improve planning and scheduling, and minimise disruption to road users. Where defects are identified, utility companies can be required to undertake remedial works at their own expense. The council may also use statutory enforcement measures, including Fixed Penalty Notices and Section 74 overrun charges where applicable, to address non-compliance and unnecessary occupation of the highway.

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**
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?	**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?	**N/A as all decision on repair type are decided by BHCC**

12.1.5 - Evidence Summary

***Highway Performance Management Framework** – Includes details of contract KPIs and details of the monitoring frequency for each indicator. Performance is monitored on a **monthly tracker and via live dashboards**. Outcomes are then agreed with the contractors as this determines their annual KPI incentive payment. Contractors may receive up to 5% additional based on their KPI performance.*

B12.1.6 - Further context

The Council retains full in-house responsibility for decision-making on all highway interventions, whether planned or reactive. Highway Inspectors determine the most appropriate repair approach, including whether a defect receives a temporary or permanent repair, based on a dynamic risk assessment undertaken at the time of inspection. The contract includes an extensive suite of financially incentivised Key Performance Indicators (KPIs), covering areas such as safety, carbon reduction, social value and quality, to drive continuous improvement and performance. In addition, the Council reviews actual treatment unit costs annually as part of its condition data collection and analysis process. These rates are informally benchmarked by our consultants who work nationally across many local authorities. This ensures that investment decisions and forward maintenance programmes are informed by current costs, network condition and evidence-based asset management principles.