Transparency report – Technical Annex template

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources
Highway maintenance block [formula allocations 2026-27 to 2029-30]

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£4,198,000	£6,319,790	£6,540,000
Other **DfT** capital funding utilised by local authority for highways maintenance	£1,162,000	£1,162,000	£1,284,500
Other **Government** capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£3,210,000	£3,210,000	£6,620,492
Total Capital funding allocated to highways maintenance	£8,570,000	£10,691,790	£14,444,992

B1.1.2 - Additional information on funding figures

N/A

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	£7,838,480	£9,946,834	£14,444,992
Total highways maintenance revenue spend	£1,984,257	£1,852,169	£1,654,220
Total spend	£9,822,737	£11,799,003	£16,099,212

B1.2.2 - Additional information on total spending figures

Total highways maintenance spending combines capital and revenue outturns across structural repairs, routine maintenance, bridges, lighting, drainage and winter service to give a complete picture of an authority's overall investment in maintaining a safe and serviceable network.

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	£197,969	£	£1,000,000	£
Structural carriageway maintenance	£3,727,766	£	£5,466,992	£
Planned carriageway **repair / patching** programmes	£1,131,187	£	£500,000	£
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£	£	£	£
Reactive carriageway **repairs / patching** (**permanent repairs**)	£	£	£	£
Reactive carriageway **repairs / patching (total)**	£	£	£	£
Other *carriageway-related spend*	£	£	£25,000	£
Total	£5,056,922	£1,852,169	£6,991,992	£1,654,220

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

Revenue maintenance expenditure cannot be reliably apportioned to carriageway treatment categories. The Council's revenue budgets fund a range of routine and reactive highway maintenance activities across multiple asset groups, including carriageways, footways, drainage, street lighting and other highway infrastructure. Works orders and financial coding arrangements record expenditure at an operational service level rather than by individual asset type or treatment category. Whilst capital programmes are managed through defined asset and treatment classifications, the same level of categorisation is not available for revenue expenditure. Consequently, revenue spend cannot be accurately or consistently allocated to carriageway maintenance types reported in Table B1.2.3.

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	4km	4km	26509m^2	n/a	n/a
2026-27 projected	18km	15km	34989m^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.	**No**

B2.1.2 – Further information and context

Table B2.1 presents the capital-funded carriageway programme, which is planned, designed and delivered through defined treatment categories such as resurfacing, surface dressing and structural renewal. In contrast, the operational HUB manages the revenue-funded make-safe budget, which is reactive by nature and focused on addressing immediate defects to keep the network safe and serviceable. Because this activity is driven by day-to-day operational need rather than planned capital schemes, it cannot be categorised against the specific treatment headings used in Table B2.1. The two budgets therefore serve different purposes: capital investment delivers programmed improvements, while revenue funding supports essential safety interventions that do not align with capital treatment classifications.	**Yes**

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

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	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

	– include units)			
POTHOLES & SPALLING	>40mm depth and 300mm across in any direction	Proximity to junctions, cycle facilities, risk to highway users	Category 0 = 2hrs 1 = 24hrs	Category 2 = 8 wks 12 wks if road closure required
GAP/CRACK	>40mm in depth >25mm wide > 300mm length	Location of wheel tracks, extent of deterioration	Category 0 = 2hrs 1 = 24hrs	Category 2 = 8 wks 12 wks if road closure required
CROWNING/RUTTING/DEPRESSION	>50mm > 1500mm length	Ponding, loss of vehicle control, traffic speed	Category 0 = 2hrs 1 = 24hrs	Category 2 = 8 wks 12 wks if road closure required
EDGE DETERIORATION	> sunken area adjacent to and parallel with carriageway or footway edge 100mm or over	Sunken areas adjacent or parallel to carriageway or footway	Category 0 = 2hrs 1 = 24hrs	Category 2 = 8 wks 12 wks if road closure required
ABRUPT LEVELS	Displacement 40mm >300mm length	displacement of 40 mm or greater over a length of 300 mm or less	Category 0 = 2hrs 1 = 24hrs	Category 2 = 8 wks 12 wks if road closure required
GENERAL SURFACE DETERIORATION	40mm with several adjacent defects	several adjacent defects combine to form an area of deterioration	Category 0 = 2hrs 1 = 24hrs	Category 2 = 8 wks 12 wks if road closure required

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	*(guidance - to match section A3.2) 7500*

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

Bedford Borough Council defines a pothole as 40mm deep x 300mm x 300mm, however the term "pothole" is relative, and customers would define any deterioration within the carriageway as a pothole. The number of individual potholes repaired provided is purely based on those areas repaired which are defined as a pothole by Bedford Borough Council through reactive revenue repairs following cyclical safety inspections and customer complaints and does not take account of any other carriageway defects identified through our criteria, potholes/surface defects that have been repaired as part of other planned large scale programmes, structural planned resurfacing schemes, or other reactive works identified and repaired.

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)	£79.20	Unit/average cost of a temporary pothole repair on your network (reactive)	£86.00

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

Prices are inclusive of x2 operatives for 1hour inc. material for a pothole 40mm x 500mmx500mm. This is an average cost per pothole. Costs can vary depending upon the type of permanent repair carried out.

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?	**No**

B3.4.5 - Evidence Summary

Planned maintenance and capital treatments are selected to achieve the most appropriate asset life and whole-life value. Specifications and materials are chosen to support those intended outcomes. Works are inspected and monitored. For our reactive maintenance activities Bedford however does not systematically record the expected life of individual repairs and compare this with the actual life achieved before further intervention. The Council distinguishes between temporary repairs, permanent repairs and planned maintenance treatments, with different materials and specifications selected according to the intended purpose and longevity of the intervention.

B3.4.6 - Additional information

N/A

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

Bedford Borough Council encourages the public to report highway defects and service issues through its online customer reporting system. Reports submitted by residents are assessed, risk scored and, where necessary, inspected by highway officers. This information supplements routine safety inspections and condition data, helping to identify emerging issues and inform maintenance priorities. Defect reports contribute to works programming and support a risk-based approach to network management. Customers are provided with updates on the outcome of their reports, including details of any action taken or the reason why intervention is not required at the current time.

B3.5.4 - Tools used for reporting

Bedford Borough Council uses its online customer reporting portal and customer contact centre to receive reports of highway defects, including potholes, footway defects, drainage issues, street lighting faults and other highway-related concerns. Reports are logged, assessed and tracked through the Council's highway asset management system - Symology.

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	380
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	25
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	175
4.1.4	Number of **General Inspections** carried out in 2025-26	175
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	45
4.1.6	Number of **Principal Inspections** carried out in 2025-26	20

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
	https://www.bedford.gov.uk/parking-roads-and-travel/local-highways-maintenance-transparency-report

5.1.3	Please provide the date it was last reviewed or updated	Date 08/01/2025

5.1.4	Please provide proof of the review or update.
	Our review period is 3 years from date of adoption which was 08/01/2025. However we will be reviewing our plan in 2027 to incorporate a Structures and Street Lighting specific management plan.
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.
	These documents were adopted 08/01/2025 and will be reviewed along with the Asset plan in 2027. We will be look to identify how we report on Carbon and feasibility of using inhouse resources or external options.

B5.1.6 - Further context (optional)

Asset Management Policy issued 08/01/2025 Asset Management Strategy 08/01/2025 Asset Management Plan 08/01/2025 Asset Communication Strategy 08/01/2025 Resilient Network Plan 02/10/2025

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	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

Highway Asset Management Policy and Strategy set out our approach to managing assets. Highway safety inspection and condition survey procedures provide a standardised approach to inspection and assessment. Asset inventory and condition data held provides a central source of information. Internal data quality reviews, audits and validation processes provide assurance that data remains cleansed and accurate. Annual asset management performance reports used to support investment and maintenance decisions. These documents and processes collectively ensure that highway asset management decisions are based on accurate asset inventories, robust condition data, regular inspections enabling investment to be prioritised on an evidence-led and risk-based basis.

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	x
Other *(please set out in further context)*	

B5.3.2 - Further context (optional)

The highways service operates a connected digital environment rather than a single system. Our primary asset management database is provided as a managed service and serves as the authoritative record for highway assets, inspections, defects, and works orders. This platform underpins day-to-day operational activities and asset management processes. To support more complex spatial analysis, data interrogation, and reporting, we also utilise a Geographic Information System (GIS). In addition, several asset types associated with the highway network are maintained outside the asset management database and are managed through connected datasets and GIS-based records, ensuring a comprehensive view of the highway asset portfolio.

B5.4 – Lifecycle planning and investment decision-making

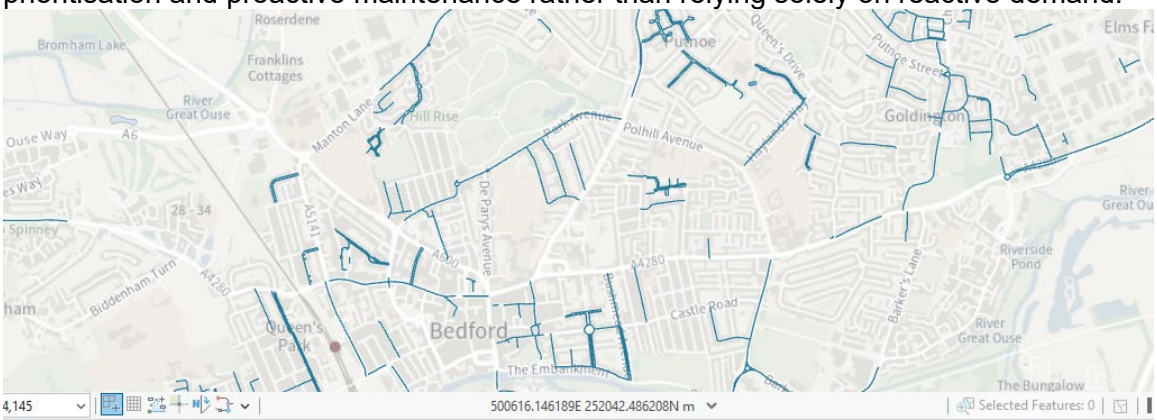
This section focuses on whether the authority uses **lifecycle planning** to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

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

Bedford Borough Council uses lifecycle planning across carriageways and footways to support long-term investment decisions and achieve best whole-life value. Carriageway investment planning is informed by the Pavement Management System (PMS) treatment categories, condition survey data and asset performance information. The Asset Management Team maintains a single spatial asset database incorporating as-built scheme information, enabling officers to identify asset age, assess whether assets have achieved their expected design life and target interventions at the most appropriate point in the lifecycle. This evidence-based approach supports forward works programming, funding prioritisation and proactive maintenance rather than relying solely on reactive demand.



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Town_Villa	Scheme_Typ	Scheme_Len	Area_m2	Costs	Level_1	Level_2	Level_3	Desig_Life
Bedford	Resurfacing	571	4144	58534	Resurfacing	Inlay	Bituminous	10
Cople	Footway Works	143	273	19689	Minor Footway Works	Surface Treatment	Bituminous	7
Oakley	Footway Works	65	92	10654	Minor Footway Works	Surface Treatment	Bituminous	7
Bedford	Resurfacing	386	3950	128937	Resurfacing	Inlay	Bituminous	10
Bedford	Footway Works	208	745	33949	Minor Footway Works	Surface Treatment	Bituminous	7
Bedford	Resurfacing	116	1203	58632	Resurfacing	Inaly	Bituminous	10
Bedford	Resurfacing	589	5304	66358	Resurfacing	Inlay	Bituminous	10
Kempston	Resurfacing	273	2947	131362	Resurfacing	Inlay	Bituminous	10
Ravensden	Resurfacing	815	5535	187860	Resurfacing	Inlay	Bituminous	10
Lower Dean	Resurfacing	820	5732	148868	Resurfacing	Inlay	Bituminous	10

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 highway's 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	**Yes**

B5.5.5 - Evidence Summary

Bedford Borough Council monitors a range of highway asset management KPIs covering network condition, defect response, customer satisfaction, winter service delivery and maintenance performance. KPI results are reported regularly through the Council's performance management framework and reviewed by service managers to identify trends and areas for improvement. Condition data, NHT survey results, defect information and operational performance measures are used to inform maintenance priorities, investment decisions and forward works programmes. The service has also participated in external benchmarking and review processes, enabling performance to be compared with peers and supporting continuous improvement and value for money. See page 16 Asset Management Plan.

Participation and Response Details

Participation since 2008: **13** times
Sample size (2024): **3,316**
Response rate (2024): **18.9%**

Total responses (2024): **625**
Online responses (2024): **122**
Postal responses (2024): **503**

Perceptions of Key Services

Most important	Most Satisfied	Most Improved	Highest Priority
Condition of roads	Local taxi services	Local taxi services	Condition of roads

Least Important	Least Satisfied	Most Reduced	Lowest Priority
Demand responsive transport	Condition of roads	Condition of Roads	Local taxi services

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**	**0.3km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**0.3 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)	**0 km**
	b. Preventative maintenance treatments (in km)	**0 km**

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

Bedford Borough Council maintains a defined footway hierarchy which supports a risk-based approach to inspections, maintenance prioritisation and investment decisions. For 2026/27. Priority footways and cycleways are included within winter service operations and routine maintenance activities, including gritting, snow clearance, vegetation management and cleansing. Whilst cycleways are maintained as part of existing carriageway and footway programmes, no separate structural or preventative maintenance schemes are currently planned for segregated cycleway assets in 2026/27

B6.1.7 - Evidence Summary

Through the recording of structural maintenance and collating As Built data we are able to identify the age of footways and identify planned treatments. This forms part of a lifecycle management process.

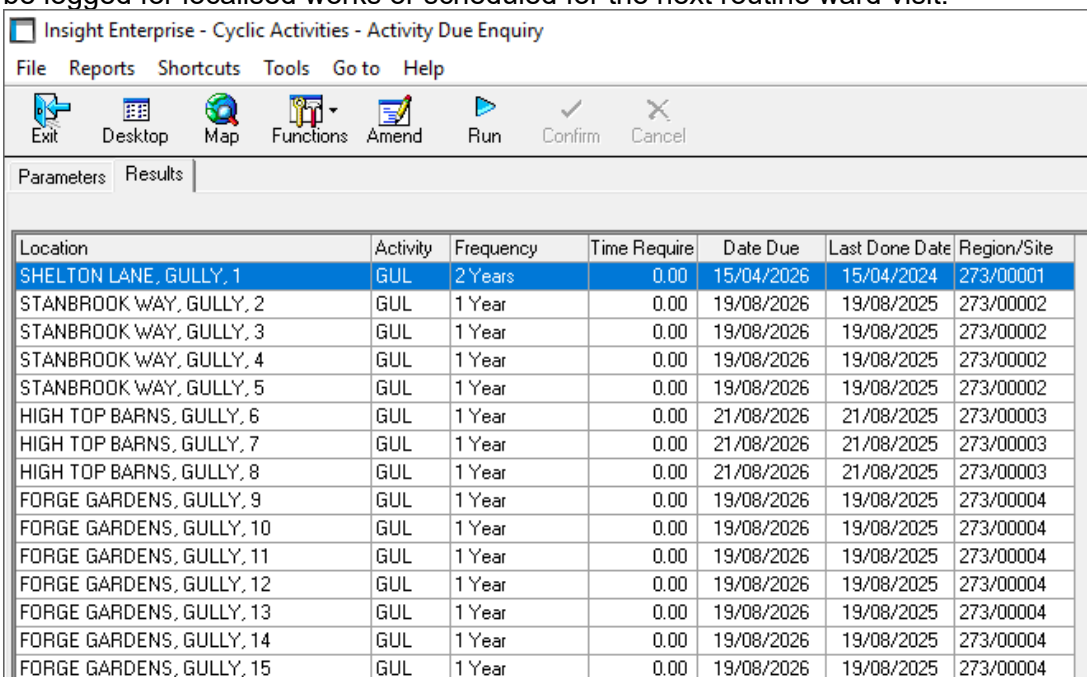
B7 – Drainage

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	**30%**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**70%**
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

Bedford Borough Council has a planned cyclical program with regards to gully cleansing and jetting which also includes a reactive service for reported blockage or any flooding emergencies. Cyclical/planned cleansing road gullies are on a rolling timetable for works and are cleansed where accessible. We also maintain a high-risk inventory for locations which are prone to flooding and these are cleansed more frequently. Reactive cleansing is carried out when members of the public or highways inspectors report blocked drains or imminent property flooding. These are triaged by priority-active surface water flooding triggers immediate deployment, whereas minor reported issues may

be logged for localised works or scheduled for the next routine ward visit.



Location	Activity	Frequency	Time Require	Date Due	Last Done Date	Region/Site
SHELTON LANE, GULLY, 1	GUL	2 Years	0.00	15/04/2026	15/04/2024	273/00001
STANBROOK WAY, GULLY, 2	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00002
STANBROOK WAY, GULLY, 3	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00002
STANBROOK WAY, GULLY, 4	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00002
STANBROOK WAY, GULLY, 5	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00002
HIGH TOP BARNS, GULLY, 6	GUL	1 Year	0.00	21/08/2026	21/08/2025	273/00003
HIGH TOP BARNS, GULLY, 7	GUL	1 Year	0.00	21/08/2026	21/08/2025	273/00003
HIGH TOP BARNS, GULLY, 8	GUL	1 Year	0.00	21/08/2026	21/08/2025	273/00003
FORGE GARDENS, GULLY, 9	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004
FORGE GARDENS, GULLY, 10	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004
FORGE GARDENS, GULLY, 11	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004
FORGE GARDENS, GULLY, 12	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004
FORGE GARDENS, GULLY, 13	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004
FORGE GARDENS, GULLY, 14	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004
FORGE GARDENS, GULLY, 15	GUL	1 Year	0.00	19/08/2026	19/08/2025	273/00004

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

N/A

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

Bedford Borough Council supports professional development across Services. Staff are encouraged to obtain professional qualifications through CIHT, IHE and other recognised bodies. Members of the Asset Team have completed the IHE Professional Certificate in Highway Asset Management and achieved EngTech accreditation. The Council also uses the Roads Liaison Group Highway Infrastructure Asset Management Competence Framework to assess skills and identify development needs. Officers regularly attend industry webinars, workshops and conferences hosted by LCRIG, Midland Highway

Alliance, IHE and CIHT, accruing CPD credits and maintaining individual records as part of their continuing professional development obligations.

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

The Borough Council offers a career grade within its Engineering team; this facilitates career development from Trainee Technician all the way up to Engineer. This is facilitated using the apprenticeship levy to provide BTEC, HND and Degree level academic qualifications. The council provides a rotation programme to develop experience within engineering and additional funding for professional qualification, to ensure we are growing our own talent. This scheme has been successful with early entries having now made their way up to Team Leader level within the Engineering team.

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.	**Dec 2024, reviewed bi annually**
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	**No**
	- Heat-resilient materials or surface treatments	**No**
	- Tree planting / shading for heat management	**No**
	- Other (please specify)	**N/A**
	- 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.	**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**

B9.1.8 - Evidence Summary

Bedford Borough Council recognises the importance of incorporating carbon reduction and climate resilience into highway asset management. To support this, the Asset Management Team has engaged with the Council's Energy and Water Technical Officer, who participates in ADEPT working groups and provides advice on emerging best practice. The team has also worked with the NHT and the University of Leeds as a test authority for the Road Pavement Carbon and Asset Management Scenario Tool and has recently explored participation in the Carbon Leadership Programme. We have already registered for the https://kb.decarbonisingroads.co.uk which enables us to review/ report on treatments/ carbon savings. These activities are helping to inform the Council's future approach to carbon management and reporting.

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

The Resilient network broadly aligns with our priority winter maintenance network comprising of routes that are critical to maintain connectivity to key services. We also work with neighbouring authorities where our network crosses boundaries.

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

Bedford Borough Council actively monitors developments in highway maintenance materials, techniques and technologies through engagement with suppliers, industry forums and professional networks. Opportunities for innovation are reviewed by engineering officers to assess potential benefits relating to network performance, safety, sustainability and value for money. Where appropriate, products and techniques may be trialled before wider adoption. This approach ensures that innovation is considered as part of the Council's asset management and maintenance planning process, whilst maintaining a proportionate focus on proven, evidence-based solutions.
Adoption of new materials or techniques is dependent on demonstrated benefits, operational practicality and affordability.
Bedford Borough also uses the Live Labs 2 Knowledge Bank to both learn and contribute highway innovative experiences. We are looking to prepare a short case study on our asphalt trials.

B10.1.5 - Further context on your innovation activities

Bedford Borough Council continually reviews emerging technologies that can improve the quality, efficiency and value of highway asset management. As part of forthcoming condition survey procurement activities, the Council will explore opportunities offered by developments in survey technology, including enhanced data capture and digital imagery solutions. Any future adoption will be subject to demonstrated asset management benefits, procurement outcomes and affordability considerations.

10.2 – Examples of innovations that have been adopted

Elastomac is a fast-setting waterproof liquid which is made from 70% recycled materials, including road surface shavings and car tyres. The system uses 80% less energy than traditional asphalt repairs and uses 85% less carbon.

It contains around 7 end-of-life waste tyres melted into every tonne, is applied as a molten liquid that fills and then forms a flexible waterproof membrane over the potholes, covering the edges and locking out any potential for the ingress of water. There is no need to widen the area, there is no compaction needed and there is no waste to remove as there is no excavation. Defects are simply filled before being covered with a durable fast setting layer of mastic rubber that forms a permanent textured wearing course over the patch. It allows the team using the system to work more efficiently, with less disruption to residents and road users.

It works on both asphalt and concrete roads and is designed to repair all types of road. The process is efficient, and the use of the flowable reinstatement material eliminates any hand-arm vibration and airborne dust issues traditionally caused by saw cutting and jackhammering out potholes.

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**
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?	**No**
11.1.5	Have you conducted a traffic sensitive review in the last three years?	**Yes**

11.1.6 - Evidence Summary

Bedford Borough Council actively manages utility works through its permit and inspection regime, routinely monitoring workmanship and undertaking enforcement where required. Utility companies are engaged during the development of the highway maintenance programme to identify opportunities for coordination and reduce disruption to road users. We have not undertaken a formal permit scheme evaluation within the last three years. The permit scheme continues to operate, and its performance is monitored through routine street works management activities. The Council intends to review the requirement for a formal evaluation and programme this work within the next reporting period
The review of its traffic-sensitive network is in the final stages of completion which has been undertaken by Geoplace LLP on our behalf. The review assessed traffic flows, peak periods, key routes, bus networks, school locations and other network-critical factors to support effective street works and network management.

B11.1.7 - Further context

The continued use of RC31 – ‘conflict of works’ demonstrates effective identification and coordination of network conflicts, helping reduce disruption to road users. Advance warning signs continue to receive positive feedback from residents and motorists. Looking ahead, the Authority will remain focused on effective permit management, collaboration and coordination, ensuring the highway network remains reliable while minimising disruption to residents, businesses, and visitors.

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?	**Yes**

12.1.5 - Evidence Summary

Bedford Borough Council retains in-house technical expertise to assess and challenge maintenance interventions proposed by contractors. Actual scheme costs and rates are reviewed against historic performance and available benchmarks to support value for money. Smaller maintenance schemes are delivered through DJT Surfacing and larger carriageway works through Heidelberg Materials. Contract performance is managed through defined KPIs covering delivery, quality, communication, cost control and health and safety. DJT Contractors operate accredited quality systems (ISO 9001 and NHSS 16), uses a Contract Quality Plan, undertakes inspections and audits, and is monitored against a workmanship performance indicator with a minimum 97% compliance target.
Contract arrangements promote durable, right-first-time repairs and permanent pothole repairs wherever safe and appropriate.

B12.1.6 - Further context

Contract with Heidelberg Materials for larger Capital schemes have been compiled and awarded to ensure best value for Bedford Borough Council. All contracts are competitively tendered to ensure benchmarking and are of sufficient duration to allow the contractor to provide effective social value and to gain understanding of the Bedford road network to allow more effective long-term planning and efficient works programmes.