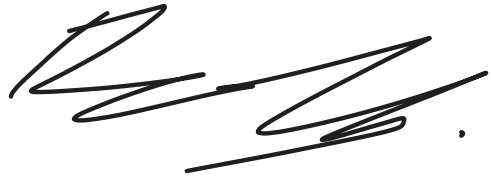
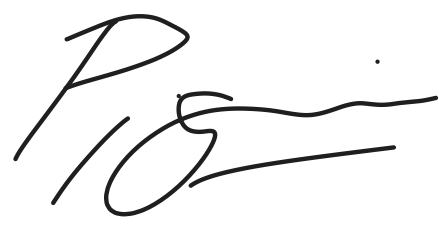


Local Highways Maintenance Transparency Report

Annex B



Document authorised by		Signature
Councillor Jennifer Warren Portfolio Holder: Transport & Highways		
Date: 09/10/2025		
Rob Powell Executive Director of Resources (S151 Officer)		
Date: 06/10/25		
Richard Fenwick Director of Highways		
Date: 03/10/2025		
Peter Garrison Strategic Highway Asset Management & Performance Officer		
Date: 9/10/2025		

Asset Valuation

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

The Gross Replacement Cost/Asset Value of Warwickshire County Council's total highway assets are outlined in the below table. Asset values

have been calculated as stated in the respective sections of the HAMP Interim document. To calculate asset value, figures have either been derived from relevant highway asset management software or the CIPFA methodology and the last available rates, adjusted for inflation (methodology chosen dependant on which provides a GRC with the greatest confidence level). The confidence level relates to the level of confidence in the accuracy of the data held relating to each respective asset.

Asset	Current Gross Replacement Cost (GRC)	Confidence Level
Forestry & Landscaping	£208,645,201	High
ITS	£44,762,650	High
Street Lighting	£65,473,009	High
Bridges & Structures	£643,262,608	High
Carriageways	£3,978,851,720	High
Footways	£635,171,740	Medium
Highway Drainage	£66,062,200	Medium
Signs & Street Furniture & Safety Street Furniture	£78,294,000	Medium
Cycleways	No Data*	N/A
Road Markings	No Data	N/A
Highway Verges	£182,000,000	Medium
Public Rights of Way	£35,230,000	Low
Total Highway Asset GRC	£5,937,752,128	

* Incorporated in carriageway value or footway value depending on whether cycleway is on road or shared use facility

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

Year	Total Capital Spend + Revenue Spend	% Spend based on asset GRC for total Highway Assets of £5,937,752,128
2024/2025	£42,810,000	0.72%
2023/2024	£43,148,000	0.73%
2022/2023	£36,603,000	0.62%
2021/2022	£36,202,000	0.61%
2020/2021	£41,346,000	0.70%

Customer Satisfaction & Performance

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

Warwickshire County Council utilise the NHT network and review the collected Customer Service/Satisfaction Survey results annually. This allows the Authority to monitor customer satisfaction with our highway network and act as necessary to address identifiable areas of improvement.

Warwickshire County Council's asset management and maintenance priorities are increasingly data driven. The qualitative data from Public Satisfaction Survey results remain useful however, as they allow officers and engineers the opportunity

to match public feedback against known asset condition data to ensure that public perception aligns with asset condition and our approaches to maintenance spending.

The Authority uses performance metrics and KPIs from the NHT PMF as Key Business Measures and Indicators. These are reportable to the Overview & Scrutiny Committee and/or the Directorate Leadership Team. Performance Indicators where data is collected but not reported, are used by teams to monitor and benchmark asset performance and identify where assets are performing well and/or are underperforming. This allows teams to monitor and review the success of their maintenance approaches and take improvement actions as necessary.

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

Officers and Engineers in the Authority actively engage in collaborative learning, improvement and benchmarking with other Authorities. The Authority participates and utilises data from NHT surveys, APSE surveys and ALARM annually so

that asset performance can be benchmarked at a national level. NHT PMF and APSE surveys also allow for performance to be assessed at a comparator group level; a group of authorities that most closely match their highway and transport characteristics based upon data collected through the respective networks.

Warwickshire's NHT Comparator Group is shown below to better illustrate this:

Ref	Authority name	Region	Authority type
BUC	Buckinghamshire Council	South East	Unitary
CAM	Cambridgeshire County Council	Eastern	County Council
DUR	Durham County Council	North East	Unitary
ESX	East Sussex County Council	South East	County Council
LEI	Leicestershire County Council	East Midlands	County Council
NCY	Nottinghamshire County Council	East Midlands	County Council
OXF	Oxfordshire County Council	South East	County Council
SOM	Somerset Council	South West	Unitary
WOR	Worcestershire County Council	West Midlands	County Council
WRK	Warwickshire County Council	West Midlands	County Council
WSX	West Sussex County Council	South East	County Council

Comparator Groups can provide a better basis to benchmark Warwickshire's performance on a like for like basis than the more conventional Regional, Peer Group or Family Groupings, the constituents of which are based on factors largely unrelated to the delivery of highways and transport services.

Warwickshire County Council also participates in the Care Quality Commission (CQC) Value for Money strand of the NHT network. This allows the Authority to compare service delivery costs with peers and track efficiency improvements over time. The Authority is one of many Authorities nationally to have declared a 'Climate Emergency'

and the use of the CQC Value for Carbon tools allows the Authority to benchmark the carbon impact of maintenance strategies and support alignment with net-zero goals.

The Authority is also part of the Midlands Highway Alliance + (MHA+) working group with officers/ engineers attending regular Steering Group meetings to engage in collaborative learning and discussions about improvement and best practice. We share comparative data on our activities and services relating to all highway assets. Benchmarking work undertaken through these groups drives efficiencies through lessons learnt.

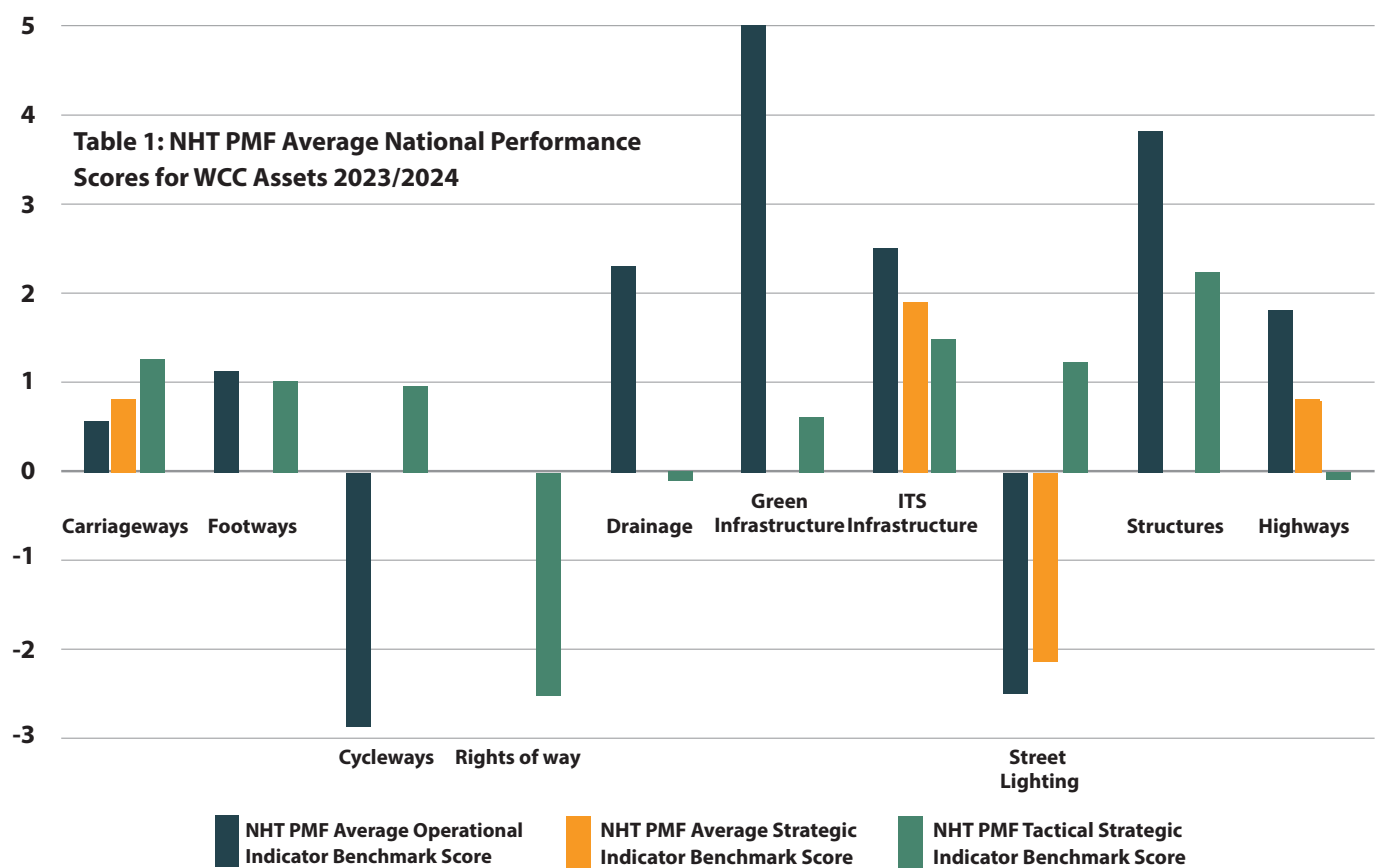
Do you have a highways asset management performance management framework against which you are regularly tracking performance?

The Authority participates and utilises data from NHT surveys (NHT, CQC, NHT PMF), APSE Core Highways survey and the ALARM survey annually so that asset performance can be benchmarked at both a national level and against comparator groups. The NHT Performance Management Framework (PMF) and results from the APSE Core Highways survey, allow the Authority to closely monitor the performance of highway assets both nationally and at a comparator group level. The Authority uses data from surveys, performance indicators and benchmarking to identify performance trends, allowing development of future strategies, and can react as necessary to understand and improve on any identifiable asset under performance.

NHT PMF is a national performance management framework. PMF reports use benchmark scores to compare performance across measures in the framework. Assets are split into the following categories.

- Carriageways
- Footways
- Cycleways
- Rights of Way
- Drainage
- Green Infrastructure
- ITS Infrastructure
- Street Lighting
- Structures
- Highways

Indicators for individual assets are split into 3 categories: Operational, Strategic & Tactical The data that informs indicators comes either directly from Local Authorities or, where relating to public satisfaction, the NHT Public Satisfaction Survey which is sent out directly to some County residents on an annual basis.



Benchmark Scores

Benchmark scores show how an authority's actual scores compare with the best, worst and average (median) scores reported using a scale of -5 to +5, where -5 is the worst reported score, 0 is the average score and +5 is the best reported score.

A positive Benchmark Score indicates an actual score is above average and negative scores indicate actual scores are below average. Benchmark Score Highs have scores of 'over 3' and Benchmark Score Lows scores of '-3 or under'. The performance of Warwickshire County Council in 2023/2024 is shown in Table 1.

A comprehensive performance management regime is also incorporated into our Highway Maintenance Contract (HMC). Performance on the HMC has strict governance measures and is monitored across 3 authorities: Warwickshire, Coventry and Solihull. This provides consistent performance audits that enable benchmarking and continuous improvement which is reviewed on a regular basis. Performance is reported at the Highway Operations Board which meets monthly and is attended by the Group Manager and Contract Director for Balfour Beatty and the Strategic Board which meets on a quarterly basis and is attended by the Elected Member, Chief Executive, Service Manager, Group Manager and the Managing Director of Balfour Beatty.

What are your KPIs for maintenance?

Warwickshire County Council has a series of Key Business Measures (KBMs) & Service Key Business indicators (KBIs) reportable quarterly to Communities Overview & Scrutiny Committee (OSC) & Directorate Leadership Team (DLT) respectively.

KBMs are:

- **Capital Spend (£) on Highways Maintenance Programme inc. Delegated Budget.**
- **National Highways & Transport (NHT) survey ranking compared to peer authorities.**

KBIs are:

- **Capital Spend (£) on Highways Maintenance Programme inc. Delegated Budget**
- **National Highways & Transport (NHT) survey ranking compared to peer authorities.**
- **% of Warwickshire Road network meeting specified condition.**
- **Measure of the average bridge condition against recognised standards (Bridge Condition Indicator Average)**
- **% of traffic signal equipment operating within its 15-year design life**

The Authority also uses the NHT PMF Benchmarking Network, which monitors over 150 indicators across nine asset types, enabling the Authority to benchmark performance at strategic, tactical, and operational levels both nationally and at a comparator group level.

In support of the highway asset management framework county highways also have a highway service level performance management framework. The aim of the service level performance management framework is to link the corporate vision through to how operations are planned and managed on the network. The framework includes a series of performance measures across five key themes:

- Network safety, condition and resilience.
- Network availability
- Sustainable transport
- Environmental sustainability
- Customer satisfaction.

The current HMC has a robust set of performance measures built into it to monitor and evaluate value in delivering maintenance works, applying a consistent incentive schedule using KPI's. A new HMC will be in place from the 2026/2027 financial year and details relating to the KPIs contained within the new HMC will be documented as necessary in the new HAMP(s).