# Local Highways Maintenance Transparency Report

Core Report 2026



Warwickshire County Council

| Document authorised by | Signature |
| --- | --- |
| Rob Powell<br>**Executive Director of Resources (S151 Officer)** |  |
| **Date: 09/09/2026** | |
| Richard Fenwick<br>**Director of Highways** |  |
| **Date: 09/09/2026** | |
| Peter Garrison<br>**Strategic Highway Asset Management & Performance Officer** |  |
| **Date: 09/09/2026** | |

# How we maintain local roads, pavements, and the wider highways network in Warwickshire

## A1 – What we are responsible for maintaining

**Every day, Warwickshire's highways network helps people travel to work, school, healthcare services and leisure destinations. The figures below illustrate the scale of the highways assets that Warwickshire County Council is responsible for maintaining.**

- Carriageways – **4,145km**
- Footways – **3,160km**
- Highways Structures – **1,169 bridges & structures**
- Street Lighting – **53,508 lighting columns**
- Traffic Signals & Integrated Traffic Systems – **164 signalised junctions and 286 crossings.**

Warwickshire County Council is also responsible for maintaining a wide range of supporting highways assets, including gullies and drainage systems, illuminated signs and bollards, highways trees, road markings, verges, street furniture, electric vehicle charging infrastructure and winter maintenance equipment.

Maintaining our highways network is a significant undertaking due to its size, age and the variety of assets it contains. Many parts of Warwickshire's highway network were constructed several decades ago and are increasingly requiring more substantial maintenance to remain in good condition. High traffic volumes on key routes can accelerate wear and deterioration, while expectations for safe, accessible and reliable highways continue to grow.

Weather also presents ongoing challenges. Periods of prolonged rainfall, flooding, freezing temperatures and extreme heat can affect the condition of roads, bridges and drainage systems, increasing the need for maintenance and repair. To make the best use of available funding, the Council uses a risk-based asset management approach to prioritise investment where it will deliver the greatest benefit to residents, businesses and the travelling public.

## A2 - Road conditions in Warwickshire

**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.

### A2.1 - A roads

| Year | Percentage of **A roads** in each condition category | | |
|---|---|---|---|
| | **Red** | **Amber** | **Green** |
| **2023** | 4.2% | 28.9% | 66.9% |
| **2024** | 4.5% | 28.6% | 66.9% |
| **2025** | 4.4% | 25.4% | 70.2% |

**A2.2 - B and C roads**

| Year | Percentage of **B & C roads** in each condition category | | |
|---|---|---|---|
| | **Red** | **Amber** | **Green** |
| **2023** | 4.4% | 24.3% | 71.4% |
| **2024** | 4.2% | 24.3% | 71.5% |
| **2025** | 3.6% | 21.5% | 74.9% |

**A2.3 - U roads**

| Year | Percentage of **U roads** in red category |
|---|---|
| | **Red** |
| **2023** | 13% |
| **2024** | 13% |
| **2025** | 13% |

**A2.4**

Overall, the condition of Warwickshire's classified road network has remained broadly stable over the last three years, with around 70% of A, B and C roads currently recorded in the green category.

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

## A3.1 What is a pothole?

A pothole is a hole or depression in the road or pavement surface caused by the gradual breakdown of the material. Potholes often develop when water enters cracks in the surface and weakens the layers beneath, particularly during wet or freezing weather and on routes carrying higher volumes of traffic.

When a pothole is reported by a member of the public, or identified during a routine safety inspection, it is assessed to determine the most appropriate response. This assessment considers factors such as the size and location of the defect, the type of road or footway, traffic levels, and the potential risk to people using the highway.

Warwickshire County Council uses a risk-based approach to prioritise repairs, ensuring that defects presenting the greatest risk are addressed first. Depending on the level of risk, defects may be made safe or repaired within two hours, by the next working day, within five working days, or within 30 days for lower-risk defects. This approach helps ensure resources are directed to where they are needed most while maintaining a safe and reliable highway network.

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

Warwickshire County Council takes a proactive approach to tackling potholes, combining regular highway inspections, reports from residents, targeted maintenance programmes and dedicated Find and Fix teams. During 2025/26, the Council repaired 12,857 potholes across the county.

Where possible, the Council prioritises permanent repairs that provide a longer-lasting solution and help reduce the need for repeat visits. In some circumstances, particularly where a defect presents an immediate safety risk, a temporary repair may be carried out first to make the highway safe before a more permanent repair can be completed. Of the 12,857 potholes repaired during 2025/26, 8,214 were repaired using permanent methods and 4,643 using temporary methods.

Preventing potholes from forming is an important part of Warwickshire's maintenance strategy. The Council invests in preventative treatments such as surface dressing, patching, resurfacing and drainage improvements to help keep water out of

the road structure and slow deterioration before more serious defects develop.

These treatments help extend the life of the highway network, reduce the need for emergency repairs and provide better value for money. Dedicated Find and Fix teams also work throughout the year to identify and repair smaller defects before they develop into larger potholes, helping to keep roads safer and in better condition for everyone who uses them.

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

Members of the public can report potholes and other highway defects through Warwickshire County Council's **online Report It service**. The service is hosted on the Council's Jadu platform, with report information captured through Microsoft Dynamics and transferred directly into the Alloy highways asset management system for assessment and action. Reports can also be submitted through the Council's Customer Service Centre, by email, by post, via FixMyStreet, or through the Council's social media channels.

To help us investigate issues efficiently, customers are encouraged to provide accurate location information and photographs where possible. The online reporting service allows customers to track the progress of their report and receive updates throughout the process, providing greater transparency and keeping them informed of any inspections, investigations or repairs

## A3.4 What happens after a pothole is reported

When a pothole or other highway defect is reported, the information is reviewed by the relevant highways team to determine whether an inspection is required. Defects are assessed using a risk-based approach that considers factors such as size, location, traffic levels and the potential impact on highway users.

Depending on the outcome of the assessment, the response may include making the defect safe, arranging a repair, monitoring the location, or adding it to a future maintenance programme. Information from public reports is also used to identify recurring issues and help target future maintenance investment and preventative treatments across the network.

# 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** | **£42,109,777.00** | **£50,873,205.00** | **£52,995,156.50** |
| **Of which spent on:** | | | |
| **Carriageways** | £16,036,237.00 | £22,776,629.00 | £23,265,489.00 |
| **Footways** | £2,051,343.00 | £2,078,078.00 | £2,089,922.00 |
| **Structures (for example bridges or tunnels)** | £3,471,408.00 | £3,311,180.00 | £4,920,778.00 |
| **Drainage** | £2,852,843.00 | £3,324,434.00 | £3,362,901.00 |
| **Street lighting** | £2,032,436.00 | £2,947,898.00 | £2,012,697.00 |
| **Other assets** | £15,665,510.00 | £16,434,985.00 | £17,343,369.50 |

# 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** | £21,989,564.00 | £30,938,446.00 | £33,207,513.50 |
| [if applicable]: **Additional highways maintenance funding provided by the Council or third parties** | £20,120,213.00 | £19,934,759.00 | £19,787,643.00 |
| **Total** | **£42,109,777.00** | **£50,873,205.00** | **£52,995,156.50** |

# A5 Our maintenance plans for this year

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

**Warwickshire County Council is delivering a balanced, evidence-led highway maintenance programme in 2026/27, focused on improving network condition, maintaining safety and providing long-term value for money. The programme combines preventative maintenance, structural repairs and routine asset management activities to help keep the highway network safe, reliable and resilient.**

During 2026/27, we plan to carry out the following maintenance activities:

- **32km** of carriageway resurfacing
- **12km** of footway resurfacing
- **121km** of surface dressing
- **5km** of structural patching
- **84,719** gullies cleansed
- **4502km** of verge cutting
- **1080km** of hedge cutting
- **10** capital drainage improvement schemes
- **29** capital highway structure repairs
- **8,309** street lighting columns and illuminated signs tested for structural integrity
- **9,741** street lighting units undergoing electrical testing
- Approximately **600** street lighting lanterns replaced
- **51** Highway structure principal Inspections
- **174** Confined space and underwater/scour Inspections of Highway structures
- Refurbishment of **2** major traffic signal junctions
- Refurbishment of **3** pedestrian crossings

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

**Warwickshire County Council publishes planned highway maintenance works through its Future Works webpage. The information is presented by location and treatment type, enabling residents and businesses to see which roads and footways are scheduled for maintenance and the nature of the works proposed, such as resurfacing, surface dressing, structural patching and footway renewal.**

Full details of the 2026/27 programme can be found at:

**www.warwickshire.gov.uk/future-works**

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

Warwickshire County Council prioritises highway maintenance using a risk-based asset management approach aligned with the Well-Managed Highway Infrastructure Code of Practice. Investment decisions are informed by highway inspections, condition surveys, asset data, customer reports and lifecycle planning to identify where funding will deliver the greatest benefit. Investment decisions take account of safety risk, road hierarchy, network resilience, asset condition and whole-life value.

To deliver an efficient service, the Council seeks to maximise the effectiveness of available funding through a proactive maintenance strategy that prioritises preventative treatments, such as surface dressing, structural patching and targeted drainage improvements, before more extensive repairs become necessary. Digital asset management systems, performance monitoring, contractor KPIs and coordinated works programming support efficient delivery, helping to minimise disruption while maintaining a safe, reliable and resilient highway network.

