Local Highways Maintenance Transparency Report

Warwickshire County Council

Our highway network

At Warwickshire County Council, we are dedicated to maintaining the public highway within our region. We take care of a wide range of highway assets to ensure travel experiences are safe and efficient.

We inspect and maintain around:

- **4,000** km of carriageway
- **3,000** km of footway
- **115,000** gullies
- **1,160** structures (bridges, culverts, embankments, footbridge, pedestrian subway and retaining walls)
- **53,000** street lights and an additional **8,000** illuminated assets such as signs or bollards
- **160** signal-controlled junctions and **280** pedestrian crossings
- **142,000** trees

For the major routes in Warwickshire, such as motorways and trunk roads, National Highways are responsible for their upkeep.

Lengths of highway, footways and cycleways (km)

A road	B and C roads	U roads*	Total roads	Footways	Other public rights of way	Cycleways
435	1,299	2,195	3,929	2,915	2,847	24

* U roads (unclassified) – local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category

Highways maintenance spending figures

Highway maintenance spending

Year	Capital allocated by DfT (£,000s)	Capital spend (£,000s)	Revenue spend (£,000s)	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	£ 25,465	£ 29,936	£ 21,256	77%	23%
2024/25	£ 18,227	£ 22,174	£ 20,636	76%	24%
2023/24	£ 21,101	£ 22,637	£ 20,511	75%	25%
2022/23	£ 16,171	£ 19,626	£ 16,977	78%	22%
2021/22	£ 16,171	£ 19,958	£ 16,244	76%	24%
2020/21	£ 21,791	£ 25,208	£ 16,138	74%	26%

Further information on our spending is shown on our website www.warwickshire.gov.uk/roadsfunding

Additional information on spending

These are the number of potholes filled by our dedicated find and fix gangs and reactive pothole repairs from routine safety inspections and public reports.

Estimate of number of potholes filled				
2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
7,285	4,650	5,908	11,614	10,099

Resurfacing is a preventative treatment where roads at the end of their serviceable life are excavated to the required depth and replaced with new material.

Length of network resurfaced (km)				
2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
42km	31km	31km	34km	27km

Surface dressing is a preventative treatment which aims to seal roads against water ingress, helping to prevent additional deterioration. It also enhances skid resistance by improving surface grip. This treatment forms a key part of how we manage the road network by prolonging the life of roads and helping to avoid more costly resurfacing works.

Length of surface dressing (km)				
2020/21	**2021/22**	**2022/23**	**2023/24**	**2024/25**
67km	91km	57km	74km	82km

Condition of local roads

Road condition assessments on the local classified road network in England are currently made predominantly using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- **Green**
  No further investigation or treatment required
- **Amber**
  Maintenance may be required soon
- **Red**
  Should be considered for maintenance

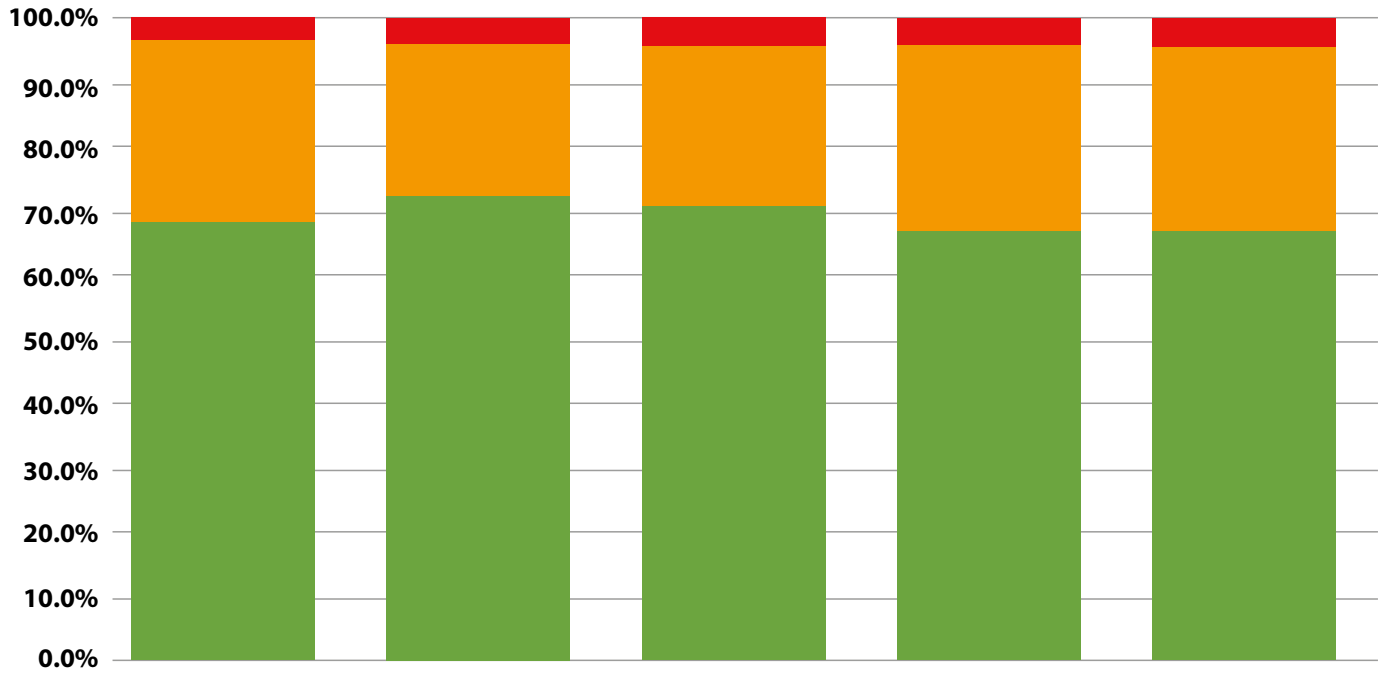
From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road conditions in England.

Further details are available at **https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01**

Data on A, B and C roads is collected annually by surveying one direction, this is alternated so that we collect both lanes over a two year period.

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	3.5%	28.2%	68.3%
2021	4.0%	23.7%	72.3%
2022	4.4%	24.8%	70.8%
2023	4.2%	28.9%	66.9%
2024	4.5%	28.6%	66.9%

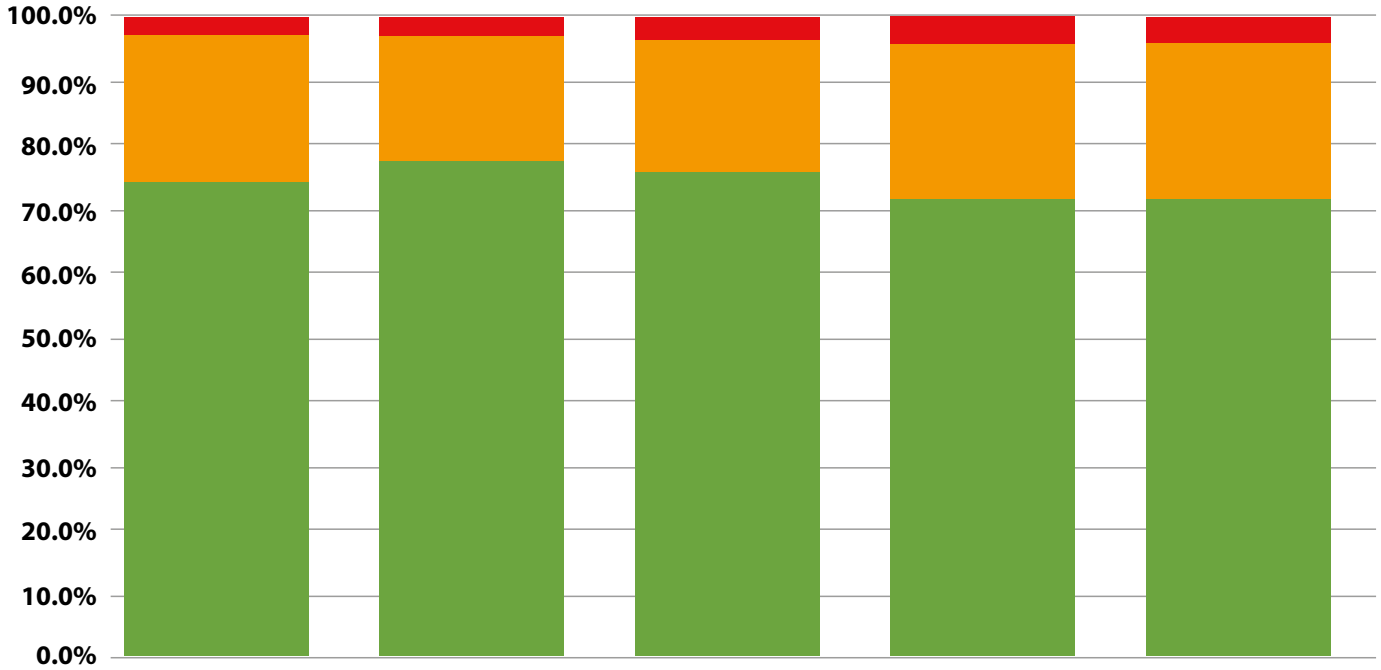
RCI 130-1 A roads condition



	20/21	21/22	22/23	23/24	24/25
	3.5%	4.0%	4.4%	4.2%	4.5%
	28.2%	23.7%	24.8%	28.9%	28.6%
	68.3%	72.3%	70.8%	66.9%	66.9%

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	2.9%	23.0%	74.1%
2021	3.1%	19.5%	77.4%
2022	3.7%	20.6%	75.7%
2023	4.4%	24.3%	71.4%
2024	4.2%	24.3%	71.5%

RCI 130-2 B & C roads condition



	20/21	21/22	22/23	23/24	24/25
	2.9%	3.1%	3.7%	4.4%	4.2%
	23.0%	19.5%	20.6%	24.3%	24.3%
	74.1%	77.4%	75.7%	71.4%	71.5%

Year	Percentage of U roads in the red category
2020	17%
2021	17%
2022	11%
2023	13%
2024	13%

Data on unclassified road network has been historically collected using a Coase Visual Inspection (CVI). The data was collected over two years for the whole network. This duplicated some of the data collected on the classified road network by the SCANNER survey. For 2025/26, we are changing condition assessment method to be in line with the survey methodology for the classified network. This will give us better data and means we can report carriageway performance in the same way across all road classifications. The survey will take three years to complete a full network assessment; however, the higher used roads will be completed in two years in line with the classified network.

Condition of local structures (bridges)

Year	Percentage of Warwickshire highway structures in each condition category				
	Very good	**Good**	**Fair**	**Poor**	**Very poor**
2020/21	29.6%	39.9%	24.6%	5.5%	0.4%
2021/22	32.1%	38.7%	25.2%	3.9%	0.2%
2022/23	32.0%	39.8%	24.5%	3.6%	0.1%
2023/24	30.3%	42.7%	23.2%	3.7%	0.1%
2024/25	27.1%	42.7%	26.5%	3.6%	0.2%

Plans

Overall strategy

We are committed to making our roads better and safer for everyone. We manage our highway infrastructure through effective highways asset management and compliance with the principles of the Well-managed Highway Infrastructure Code of Practice.

By using a risk-based data-led approach, we can manage, operate, and enhance our highway network more efficiently and within available budget and resources. We plan long term, making smart decisions about where to invest in maintenance and improvements.

Key elements of our infrastructure asset management include:

- Taking a life cycle approach.
- Developing cost-effective management strategies for the long term.
- Providing defined levels of service and monitoring performance.
- Managing risks associated with potential asset failures.
- A sustainable approach to the use of physical resources; and
- Continuous improvement in transport asset management practices and processes.

We have a duty to maintain our highways outlined in several pieces of legislation. We have dedicated teams managing our highway assets, including streetlighting, traffic signals, bridges, carriageways and footways and anything else within the highway infrastructure, such as drainage.

We use data to decide where and when to carry out maintenance, whilst also considering the most suitable repair. This helps us to develop cost-effective strategies that keep our roads in good condition over time.

Types of highway maintenance we are responsible for include:

- Routine/cyclical: Such as lamp replacement, drainage cleansing and cutting vegetation.
- Reactive: Responding to customer reports, undertaking ad-hoc inspections, or dealing with emergencies like pothole repairs or localised flooding.
- Planned/Preventative: Planned schemes based on asset lifecycles to extend its life or renew it such as carriageway resurfacing or surface dressing.
- Regulatory: Inspecting and regulating the activities of others affecting the highway
- Winter Service: Gritting and snow ploughing in adverse weather

We also consider wider environment and sustainability implications. Through effective management of our assets, innovation and by specifying the right type of repair at the right time, we can reduce our impact on the environment and take action to tackle climate change.

At Warwickshire County Council, we prioritise best practices, innovation, and efficiency in managing our highways. Here's how we achieve this:

We regularly assess our highways and strategically plan maintenance activities using a data-driven approach. Our commitment to long-term preventative maintenance over short-term reactive repairs helps extend the lifespan of our highway infrastructure and reduce overall maintenance costs and network disruption. Our proactive 'Find and Fix' pothole repair teams address small defects before they escalate into larger potholes and we invest heavily in surface dressing programmes to seal road surfaces, extend their lifespan and prevent costly repairs.

We trial and adopt innovative materials and techniques to enhance road durability and performance while considering environmental and workforce impacts. For instance, we

- use lower temperature products as standard, to reduce carbon emissions, improve air quality, and minimise public disruption by cooling faster, allowing roads to reopen sooner.
- recycle asphalt arisings into foam mix material for structural layers of our carriageways.
- identify gullies requiring more frequent cleaning due to flooding risks cleaning every three or six months, depending on the risk level.

We benchmark our performance, collaborating with others, particularly within the Midland Highway Alliance (MHA+), and are members of the National Highway & Transport (NHT) benchmarking club and the CQC Efficiency Network. Tools like the NHT Performance Management Framework help us measure our performance annually against other Local Authorities, identify areas for improvement, and share best practices. We are also members of the Local Council Roads Innovation Group (LCRIG), a platform connecting local authorities, government bodies, industry professionals, and academia to drive innovation and improvement in the highways sector.

We promote transparency and accountability by publishing detailed reports on our maintenance activities, network conditions, and future plans (**www.warwickshire.gov.uk/future-works**). Our upgraded customer reporting platform allows customers to report highway defects directly on a map and receive email updates.

We ensure effective coordination with utility companies and other internal Council departments to minimise disruption from streetworks and leverage economies of scale.

We use a comprehensive suite of KPIs within our highways maintenance contract to ensure adherence to best practices. These KPIs measure various aspects of contractors' operations, including expenditure, service quality, and public satisfaction.

Specific plans for 2025/26

We undertake a range of activities to maintain the roads in Warwickshire including carriageway resurfacing, footway resurfacing, and structural patching works.

Details about our schemes, broken down by the relevant district and borough areas can be found here: www.warwickshire.gov.uk/future-works

For this financial year we expect to permanently repair over 12,000 potholes. Additionally, approximately 300 localised patching repairs will be undertaken on our carriageways, with around 200 on our footways.

Treatment	Reactive or preventative	Number of sites	Total length (km)
Surface dressing	Preventative	225	123.53
Resurfacing (carriageway)	Preventative	43	9.81
Resurfacing (footway)	Preventative	40	6.51
Structural patching*	Preventative	22	3.75

*An average size structural patch is around 750m^2

Road/ reference	Structure name	Works description
C141/RW003	Talton House Retaining Wall	Repair and partial reconstruction
B4085/008	Oosland Barn No 1	Invert scour repairs
B4065/003	Ansty Canal	Ground investigations
C98/001	Alvestone Pastures	Partial reconstruction of upstream end design only
C34/004	Birdingbury River Bridge	Replacement of failed training wall
CAMS/142/4	Booth Bridge	Demolition
A428/002	Bretford Bridge	Parapet RTC repairs
B4114/019	Tuttle Rail	Parapet collision repair & arch repointing
D5355/001	Coughton Ford Footbridge	Footbridge panel replacements
C53/017	Honington	Carriageway kerb setts and design of main works
B4029/002	Shilton Station	Drainage and concrete condition survey
A425/016	Thorpe Bridge	Invert scour repairs

C125/007	Coton	Ongoing monitoring, sign upgrades, patching
B4098/020	Manor House Culvert Fillongley	Culvert lining
D5395/001	Oversley Green River Bridge	Arch two voussoir repair
C33/002	Bubbenhall	Parapet RTC repairs
C14/002	Duke	Parapet RTC repairs
B4029/015	Bulkington Station	Rail incursion risk mitigation
D2176/002	Stretton on Dunsmore No 2	Parapet rebuild and possible saddling
D1829/001	St Giles Road	Verge protection bollards
C72/002	Wellesbourne New Flood	Water ingress issue
A429/031	Dove House Subway	General repairs
B4084/006	Bidford river Bridge	Major stonework repairs
A425/004	Castle Bridge (Warwick)	Major stonework repairs

Streetworks

Highway activities can inconvenience traffic, pedestrians, cyclists, residents, and businesses, causing congestion and disruption. Effective coordination and management require timely communication and efficient design to mitigate disruption. Permits help manage applications for utility and highway works, which often impact traffic the most. The Traffic Management Act 2004 mandates traffic authorities to ensure smooth traffic flow on their networks and neighbouring ones.

Warwickshire County Council participates in the West and Shires Permit scheme (WaSP), which aims to coordinate highway activities, reduce disruption, maintain the highway, improve public health, respond to incidents, and enhance public transport. The scheme provides a common framework for authorities in the West Midlands, promoting consistency while allowing local discretion.

The WaSP scheme supports economic growth by managing major infrastructure projects and events without undue delays. Warwickshire promotes better practices among its departments and statutory undertakers through coordination meetings, consultations, and shared planning. The scheme's objectives include ensuring safety, minimizing inconvenience, protecting street structures, and maintaining parity among activity promoters.

Warwickshire's proactive management has led to benefits like safe road use, reliable journey times, network resilience, reduced inconvenience, and improved public satisfaction. Regular meetings with utilities and other stakeholders help plan and coordinate works, fostering collaboration and innovation to minimise disruption.

Additional information on plans

Decarbonise your maintenance operations

Warwickshire County Council has adopted a range of initiatives and strategies aimed at decarbonising maintenance operations.

A data-driven asset management approach underpins the council's highway maintenance strategy. By planning repairs more efficiently and adopting preventative maintenance techniques, we reduce fuel consumption, emissions, and the need for repeated site visits. Coordination with other council teams ensures road space is shared effectively, further minimising disruption and carbon output. We use low-carbon materials and techniques, such as lower temperature products as standard and recycled asphalt, which reduce emissions, improve air quality.

Construction wastes are recycled to be reprocessed into new materials for example kerbs are turned into road stone. On a recent scheme, working in conjunction with our supply chain we reproposed old railway ballast into brand new asphalt to be laid on a scheme in Stratford. This significantly reduces the need for fresh aggregates which in turn reduces emissions.

Smart Traffic Management systems are used across the county's traffic signals. These systems help reduce vehicle emissions by minimising congestion and idling. Additionally, new environmentally friendly traffic signals (Eco-friendly traffic lights) have been installed, which consume over 50% less power than traditional systems. The council also ensures that traffic signals are only installed where necessary, balancing safety with environmental impact. Pedestrian and cycle crossings are strategically placed to encourage active travel.

The transition to LED technology has been another key step. LEDs have been installed in both traffic signals and street lighting. Around 90% of streetlights now using this energy-efficient technology. This shift has dramatically reduced electricity consumption from 25 million kWh in 2011 to approximately 9 million today, equivalent to the annual usage of nearly 5,925 typical households. This energy saving is further supported by the implementation of part night lighting, with approximately 63% of street lights operating under this approach.

Sustainable Drainage Systems (SuDS) are used to manage surface water runoff in an eco-friendly way. These systems not only reduce the carbon footprint of drainage operations but also support biodiversity.

To offset emissions that cannot be eliminated, tree planting is undertaken. This not only absorbs CO_2 but also enhances air quality. To understand the eco-benefits our trees provide to the County, an assessment was carried out on the data in 2024. An eco-benefit is a quantification of all the positive benefits of trees, which result in a positive influence on the environment. The 141,652 trees owned or managed by Warwickshire County Council, store 116,009 tonnes of carbon, which has a benefit value of £116,009,102. This is equivalent to the carbon emitted by 14,322 houses a year. WCC has pledged to plant one for every resident of Warwickshire.

Green infrastructure is also promoted through policies like the highway verge management policy, which encourages the creation of wildflower verges. These not only enhance biodiversity but also help absorb CO_2 and improve air quality.

Recognising the risks posed by climate change, the council has taken steps to make its road network more resilient. This includes using climate-resilient materials such as modified asphalts and permeable paving, and increasing the frequency of maintenance activities like gully cleansing.

The council's climate change team have produced a Sustainable Futures Strategy. This strategy aims to achieve net zero emissions across the council by 2030 and county-wide by 2050 or earlier. A risk register, which highway asset managers feed into, considers the risks climate change poses to transport infrastructure, such as flooding, extreme temperatures, and high winds, and outlines actions to mitigate these risks in the short, medium, and long term.

In Warwickshire we are working closely with Live Labs 2 and Proving Services to develop a carbon calculator which would enable all local authorities to easily assess their emissions. Once assessed Local Authorities can benchmark against each other and help share best practise and work to reduce emissions. Warwickshire is at the forefront of this new and exciting area of work and we are helping to drive the national conversation.