

State of the Market

Highways Winter Forum 2025

Bonni Jee

Principal Advisor



Quick overview

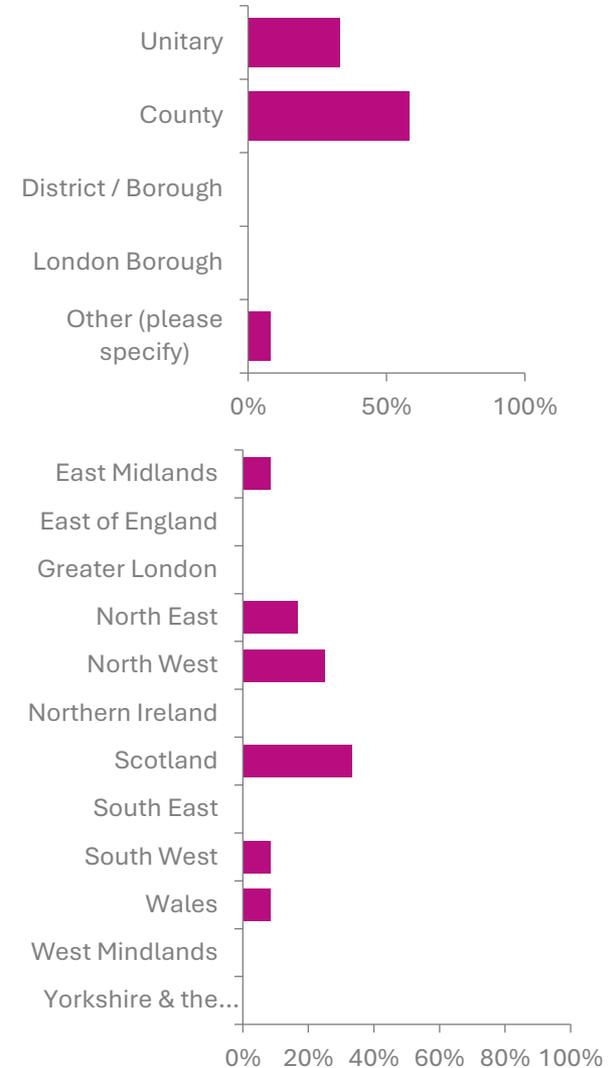
**Highways
Winter +
Flooding +
Climate
Adaptation**

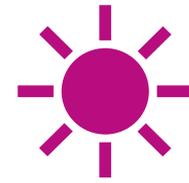
**~12
responses**

- Range of topics:**
- **Climate emergency and adaptation**
 - **Winter salt spreading**
 - **Flood resilience**

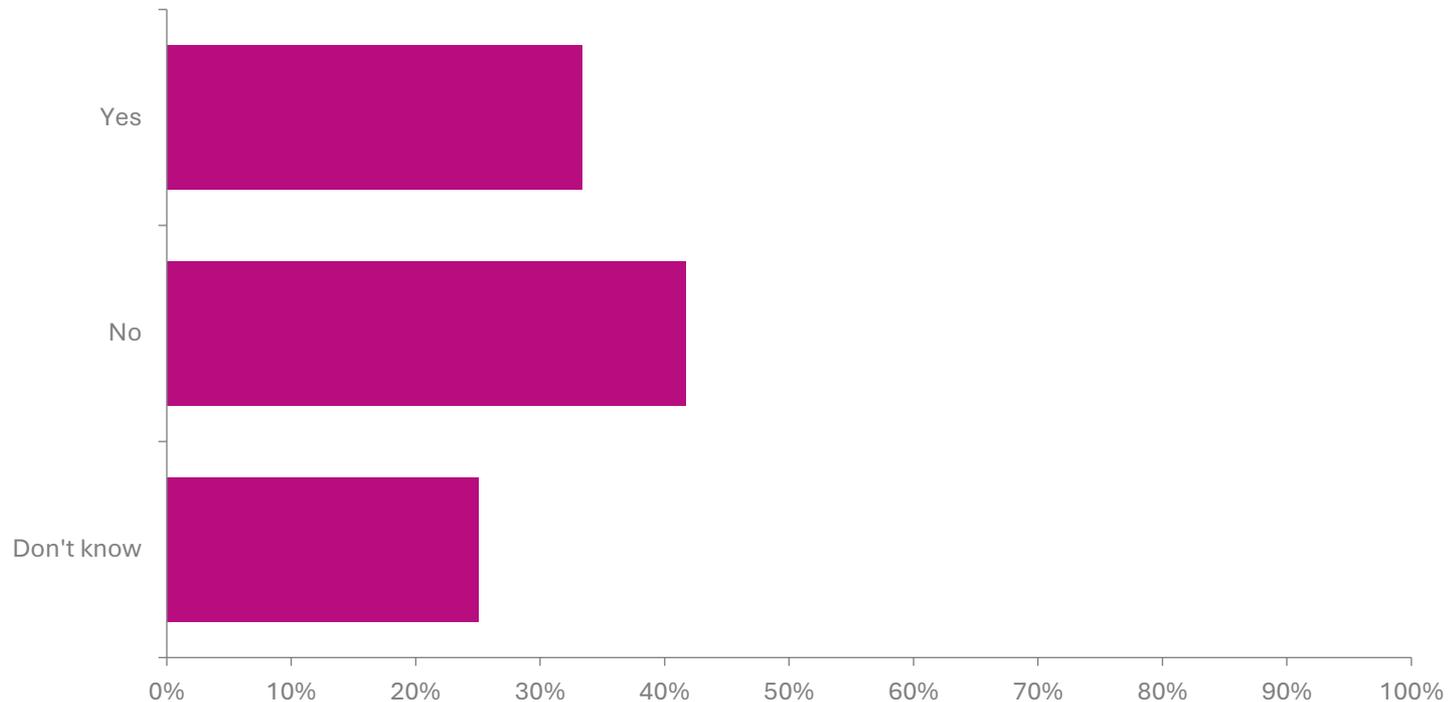
**35
questions**

**Full results
will be issued
as briefing**

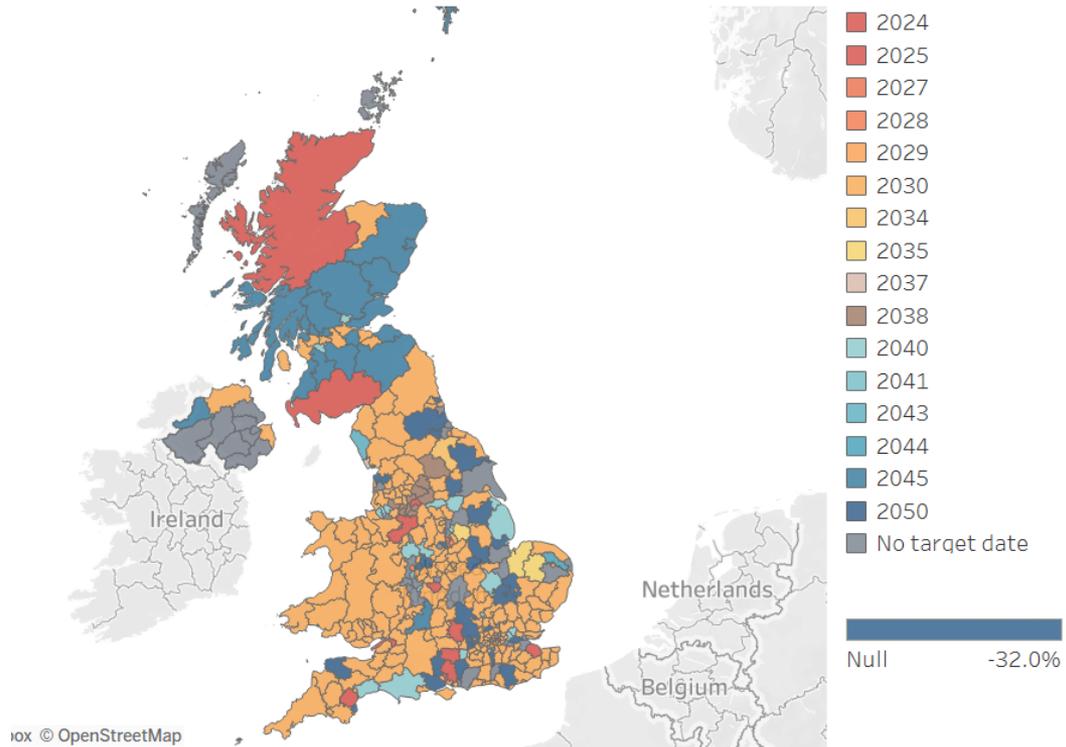




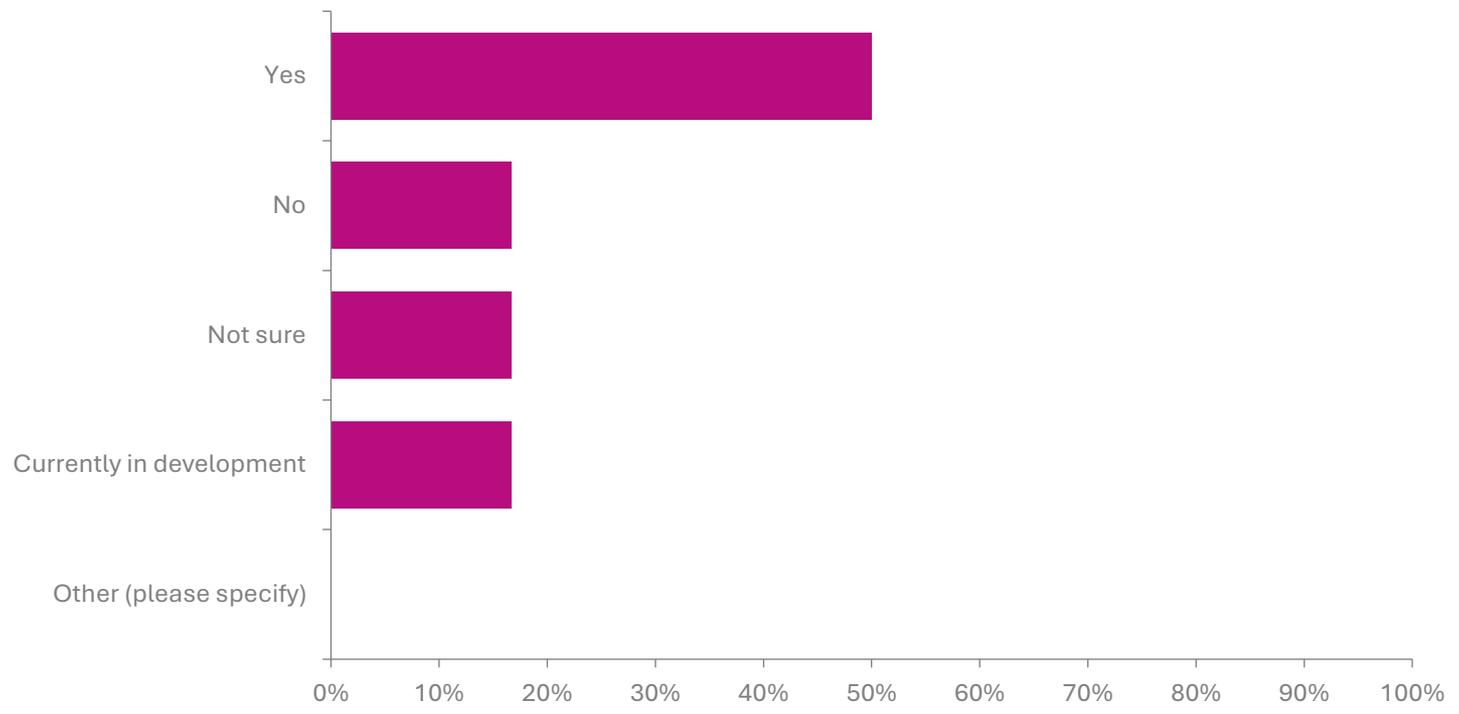
Has your authority declared a climate emergency?



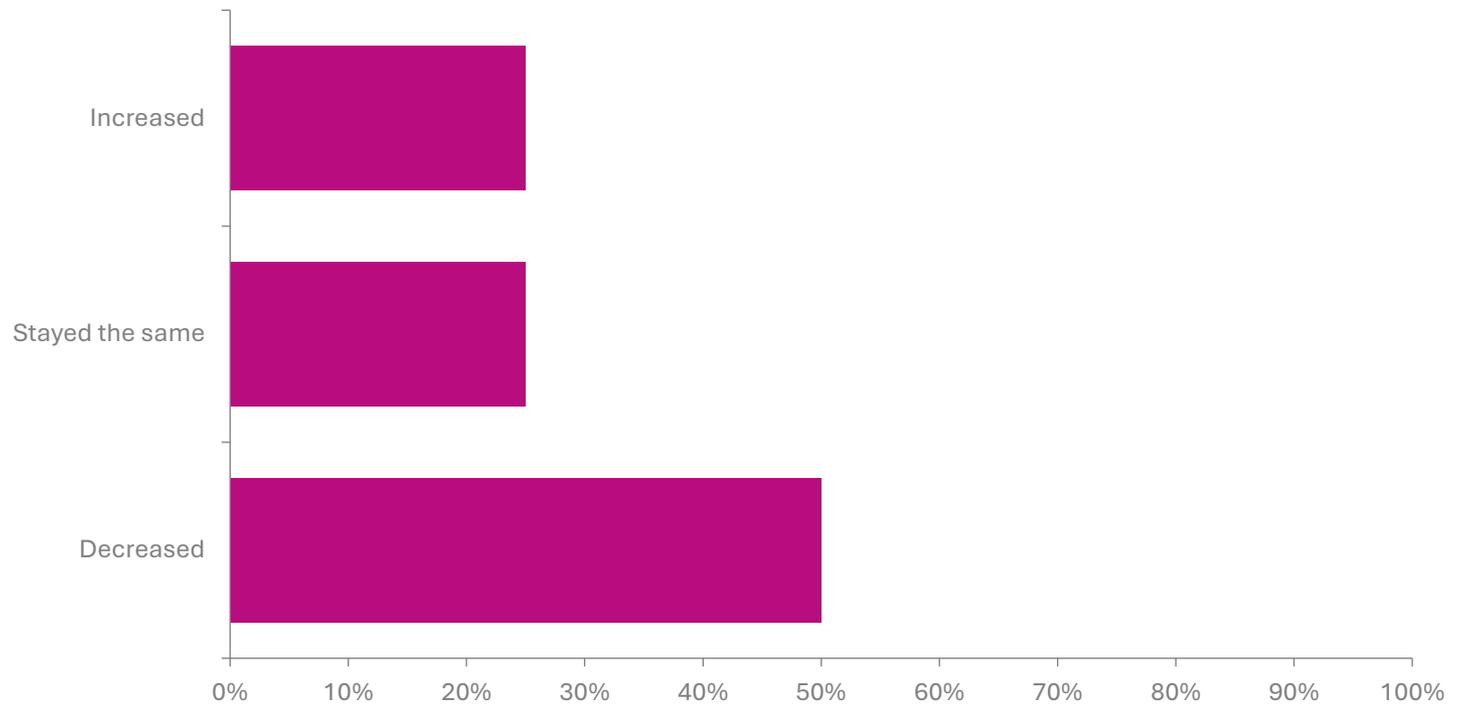
Net Zero Target Dates



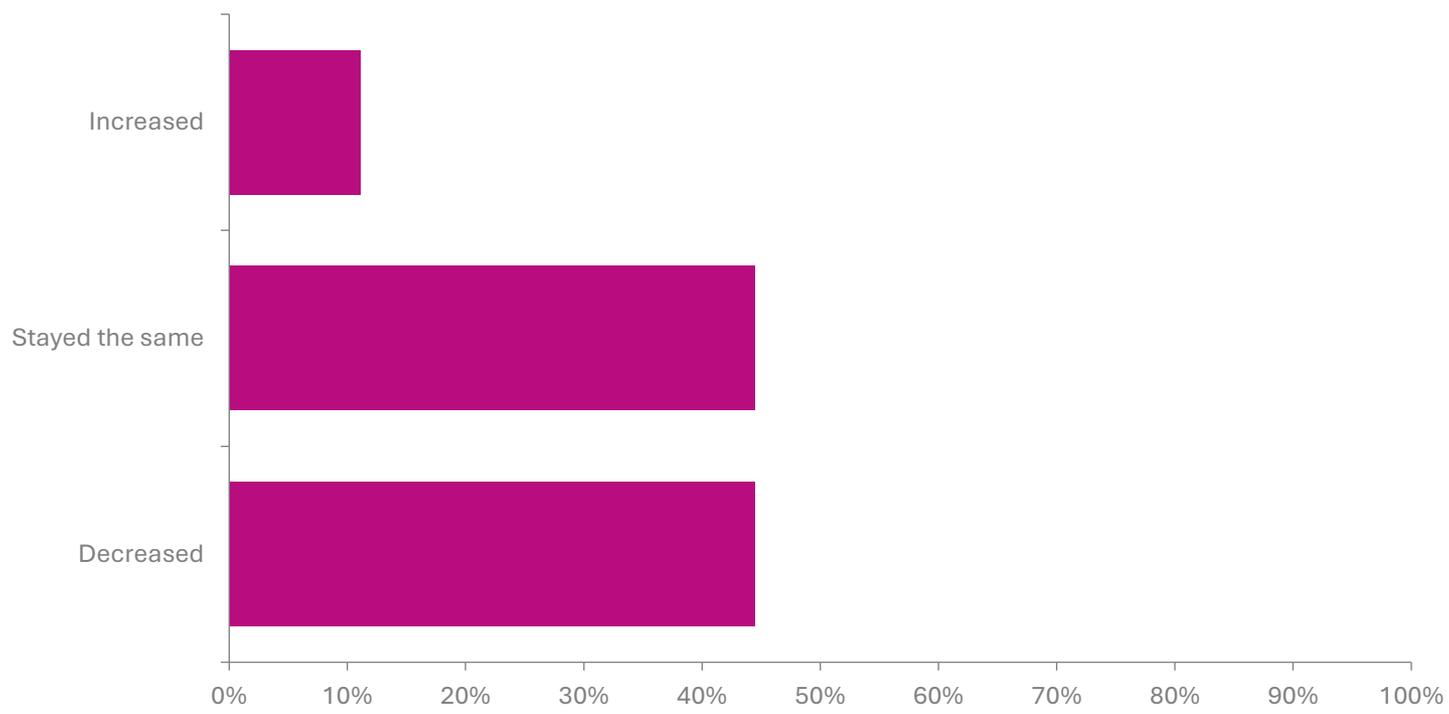
Does your authority have a climate change adaptation plan / include adaptation as part of its climate change/net zero strategy/plan?



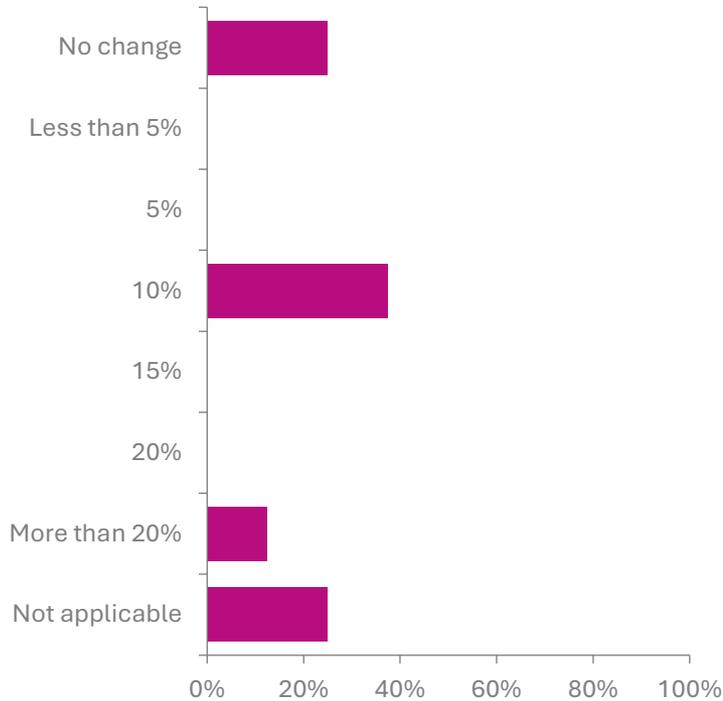
How has the budget for the winter maintenance services changed from the previous financial year?



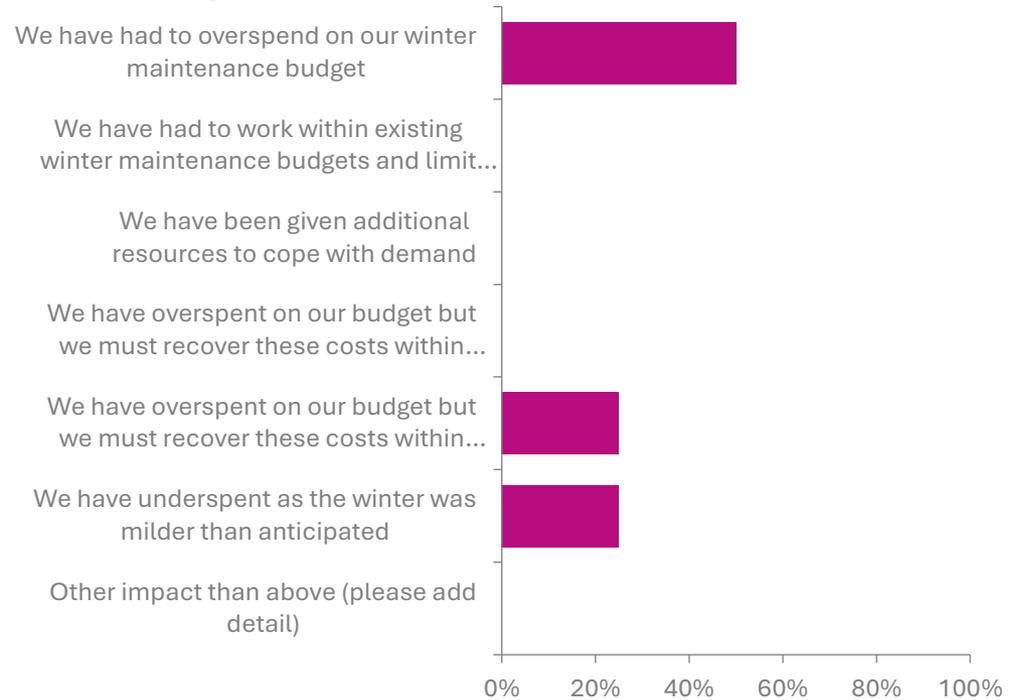
How has the budget for the flood resilience/emergency response service changed from the previous financial year?



If your budget has decreased compared to the last financial year, how much has it decreased by?

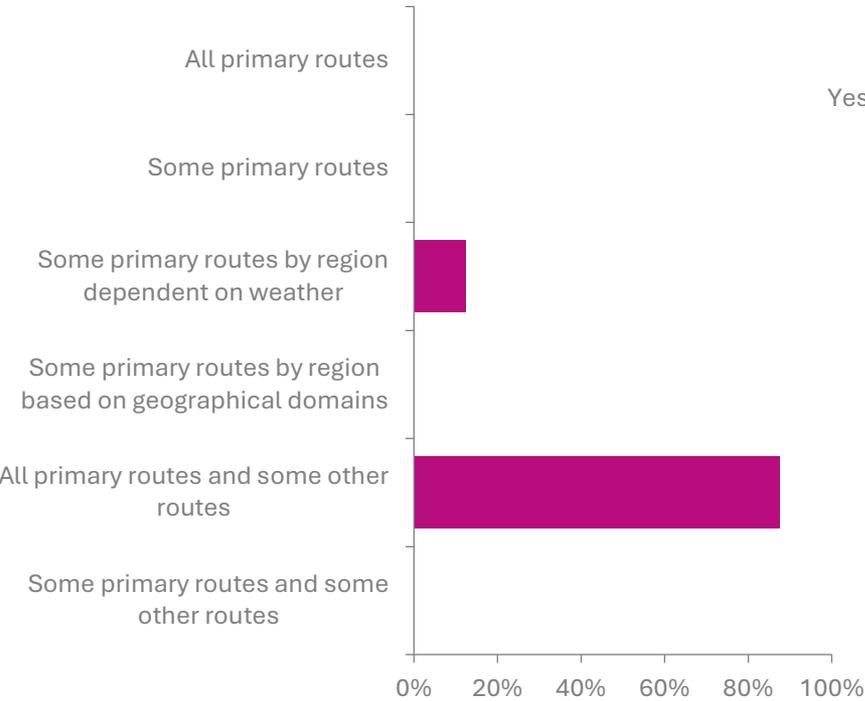


With reference to the weather during the winter 2024-2025, what has been the impact on your winter maintenance budget?

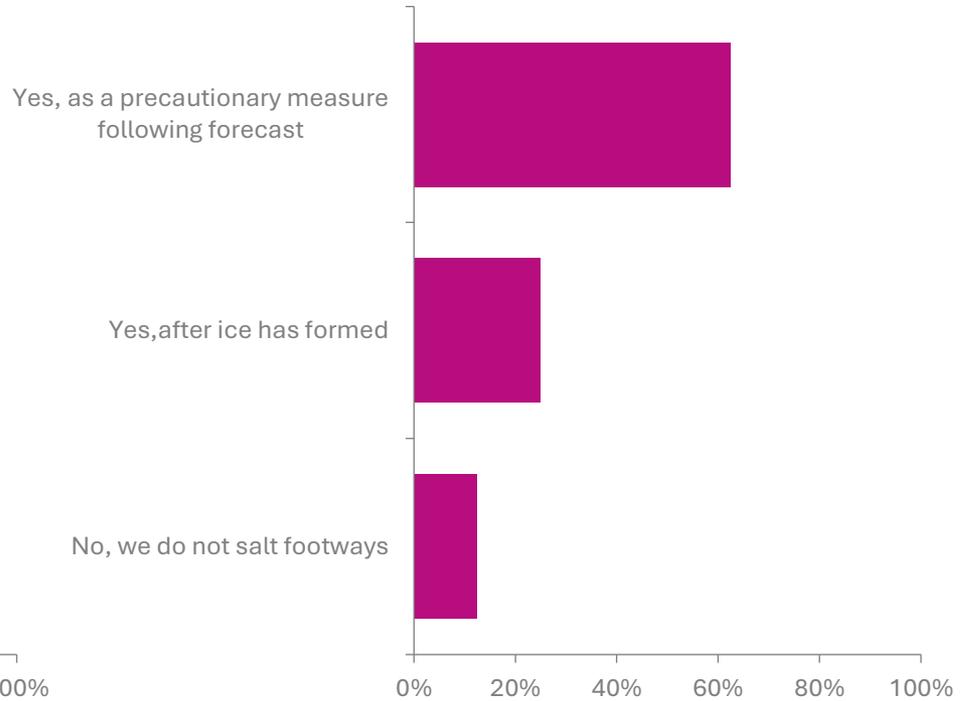


Where?

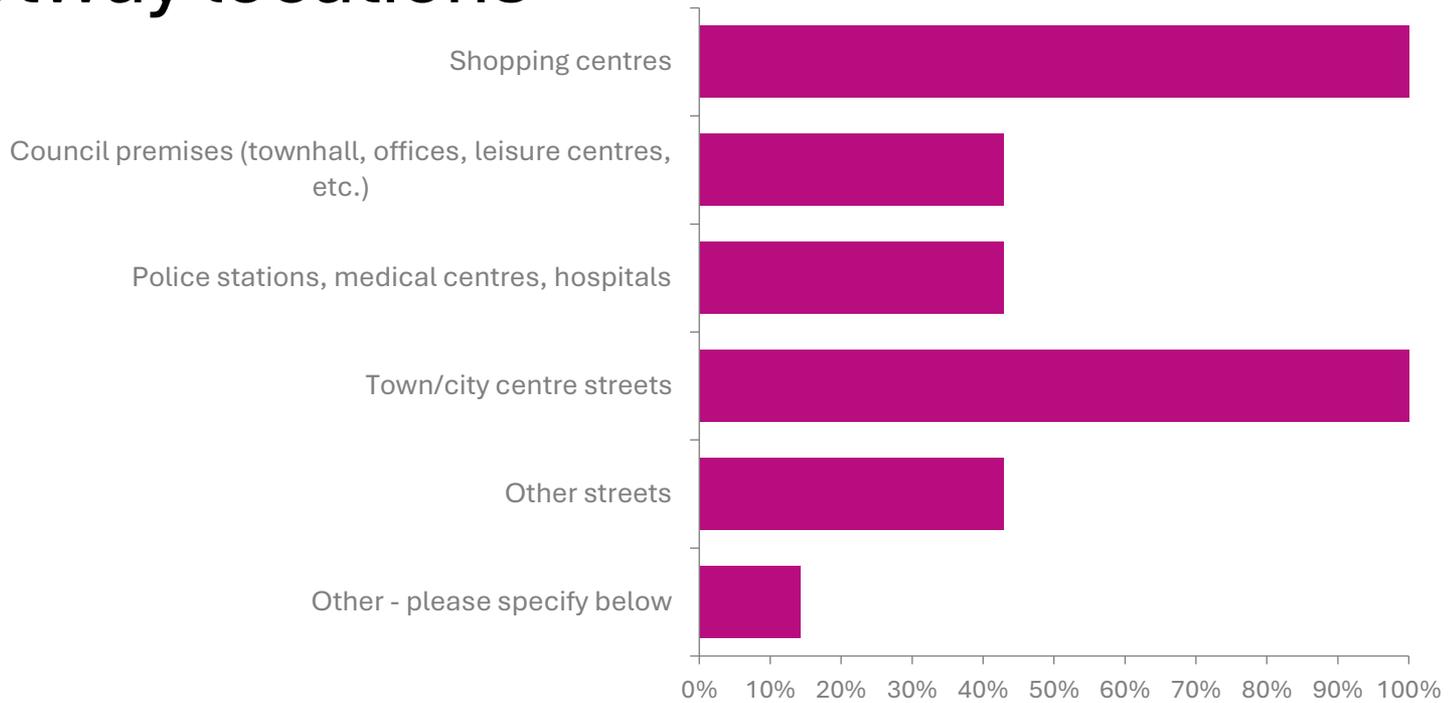
Roads?



Footways



Footway locations



90%
**Orders for salt met
in full**

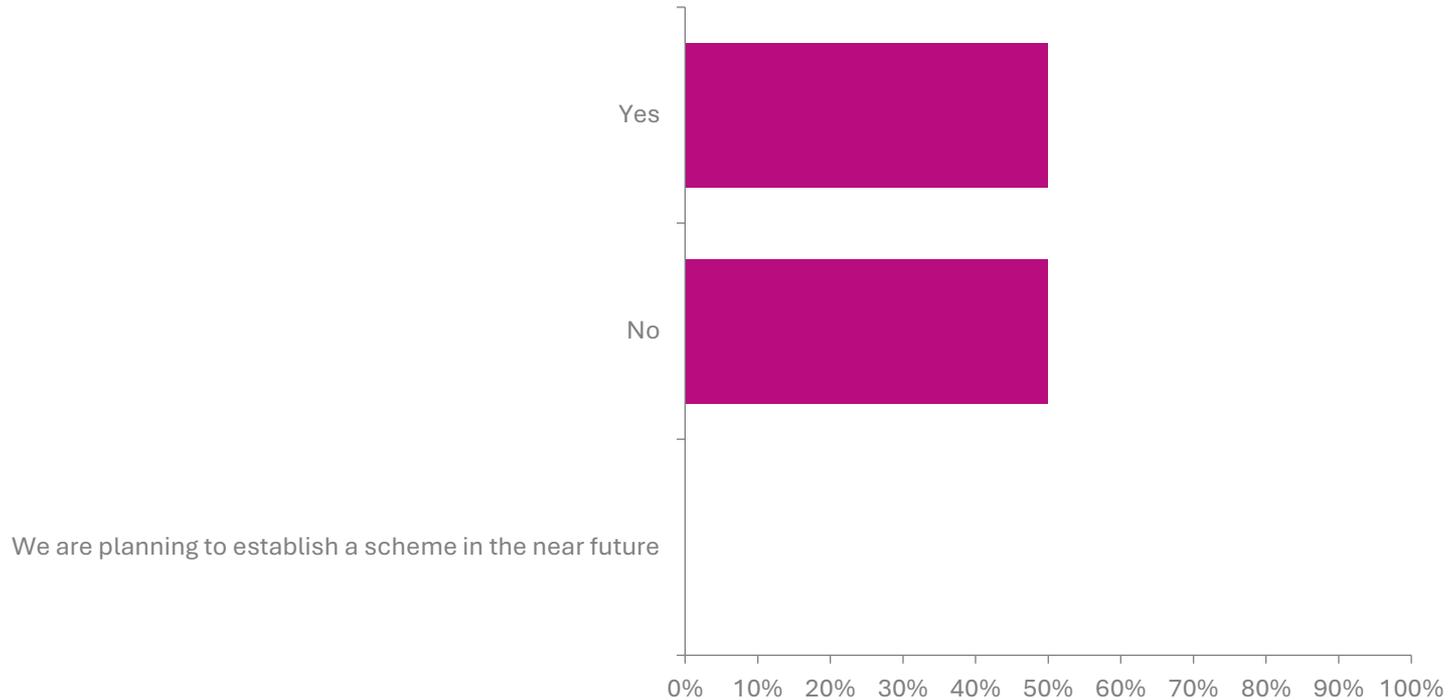
**Mostly 76-100% of
footway coverage
met**

**50% procure salt
directly from
manufacturer**

**25% jointly with
other authorities**



Do you have a snow warden (or similar) scheme in place?



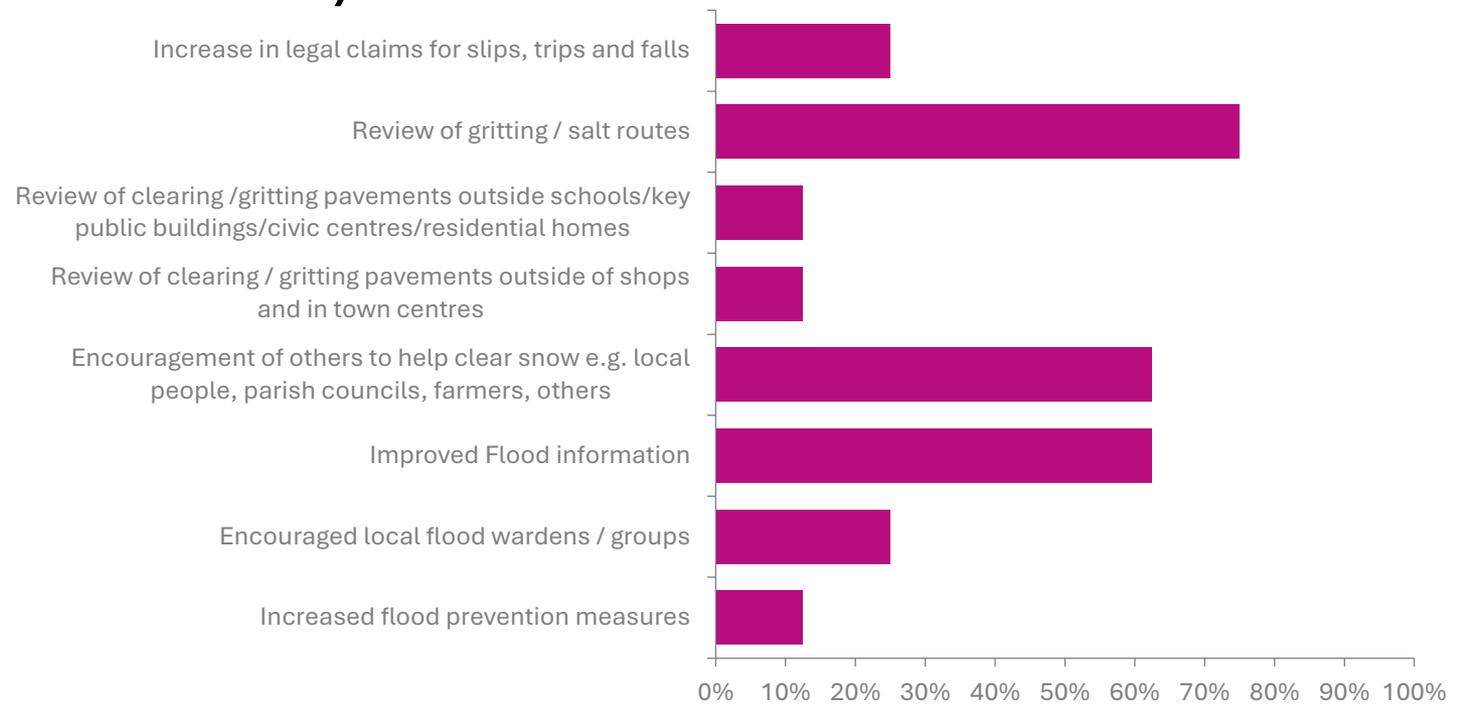
Growth areas (next 12 months)

- route optimisation and specific road sections forecasting
- severe weather coordination
- Snow wardens - self help volunteer schemes
- AI forecasting, autosalting, treated salt

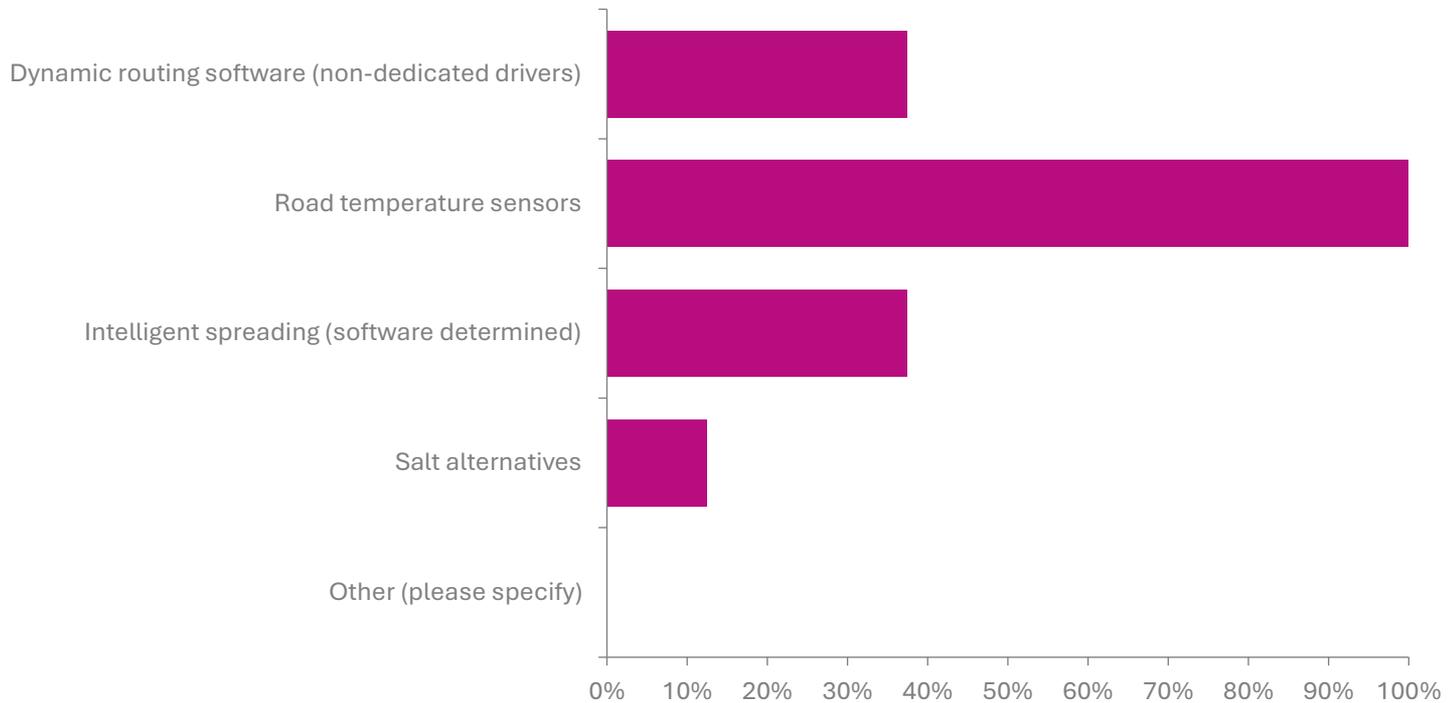
Decreasing areas (next 12 months)

- climate change
- length of treated network/ number of priority routes
- Provision of Grit bins, percentage of network salted
- Generic forecasting

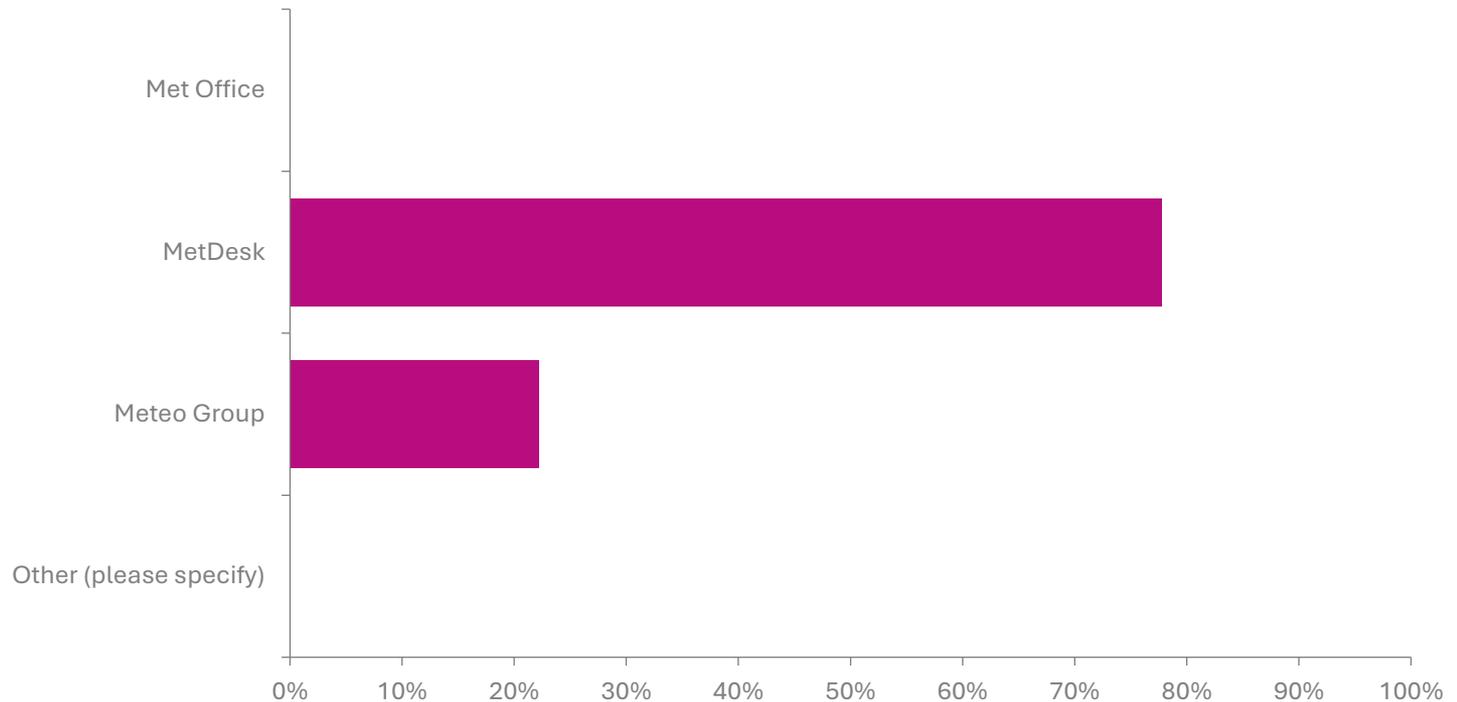
Has the severe weather over the recent years led to any of the following (you may answer more than one)



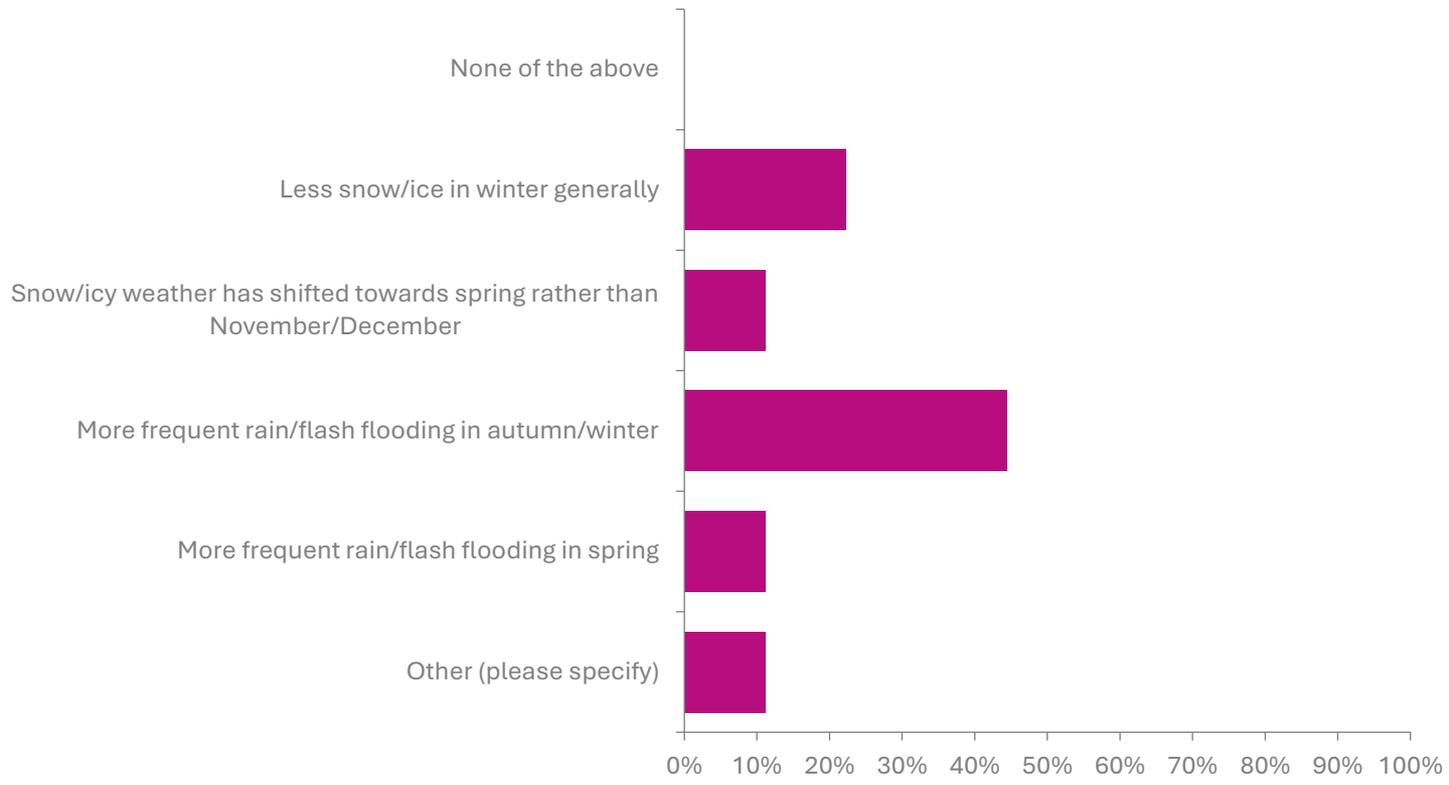
What technology do you use to assist the service? (please tick all that apply)



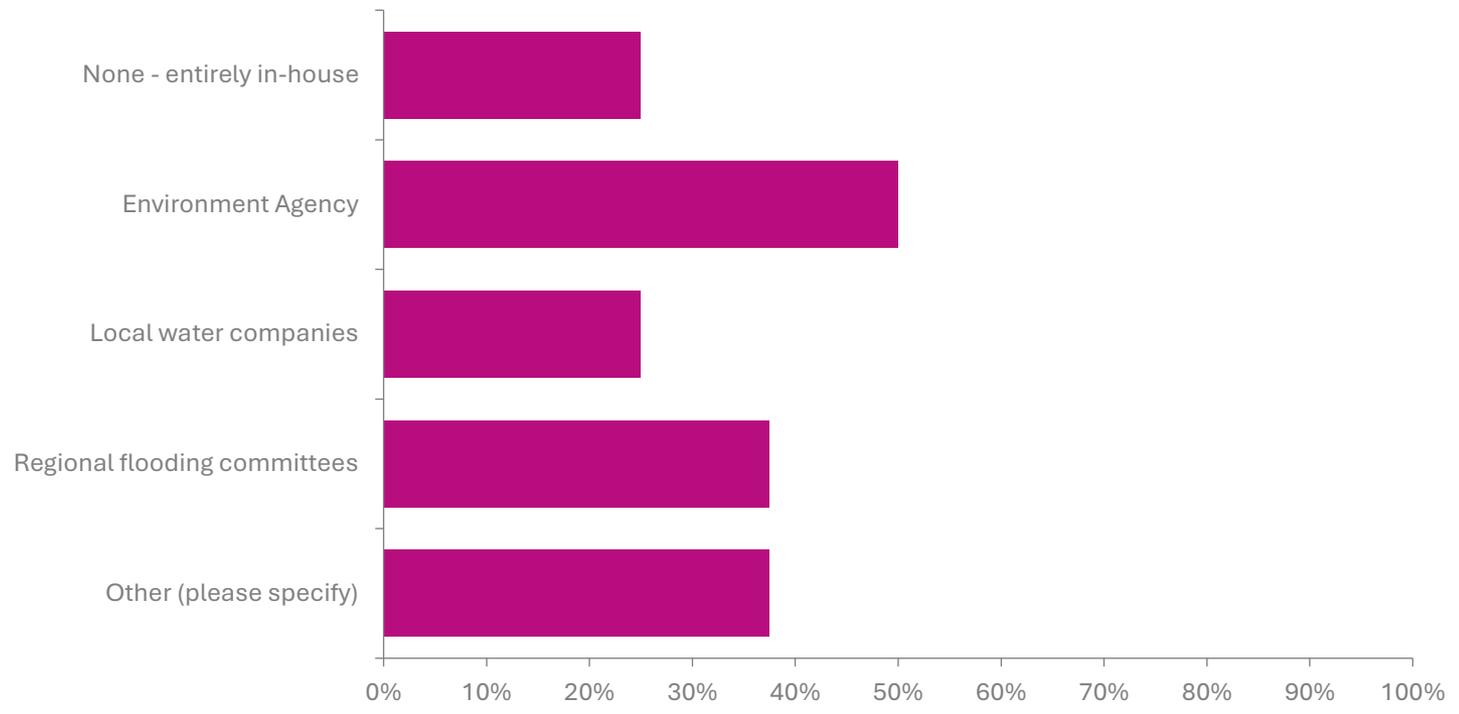
Do you use a Weather forecasting service?(if so which one)



Over the past few years, how have you felt the climate/seasonality change during winter?



With regards to flood prevention and adaptation, who do you work with or get support from (if applicable)?



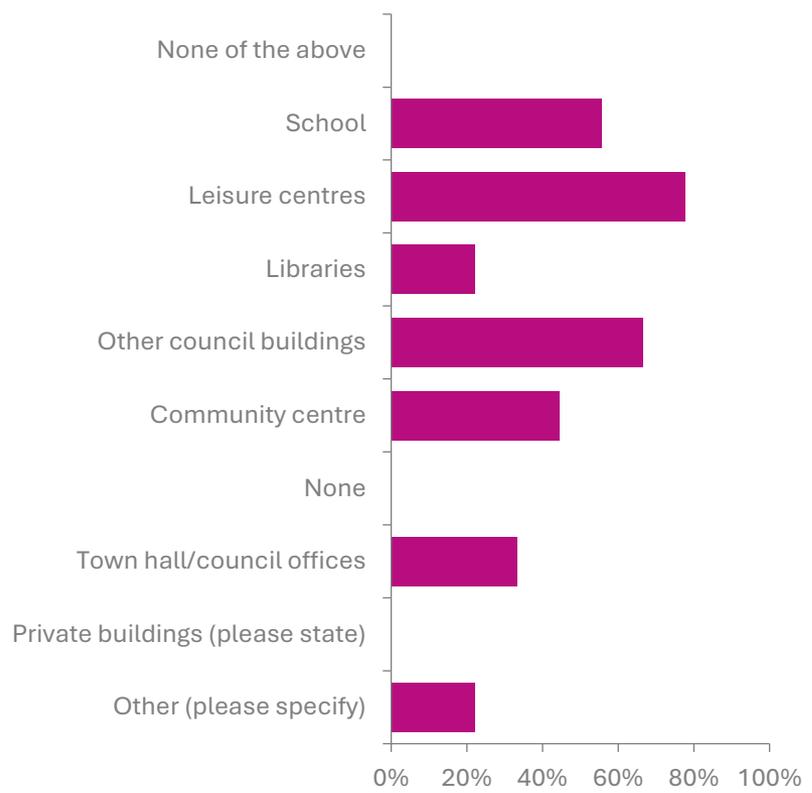
How well-prepared is your authority for sudden extreme weather events? (flooding, storms, heavy snow, etc)

Are you more concerned, or better prepared than before (5 years ago) in terms of your authority's ability to respond to extreme winter weather?

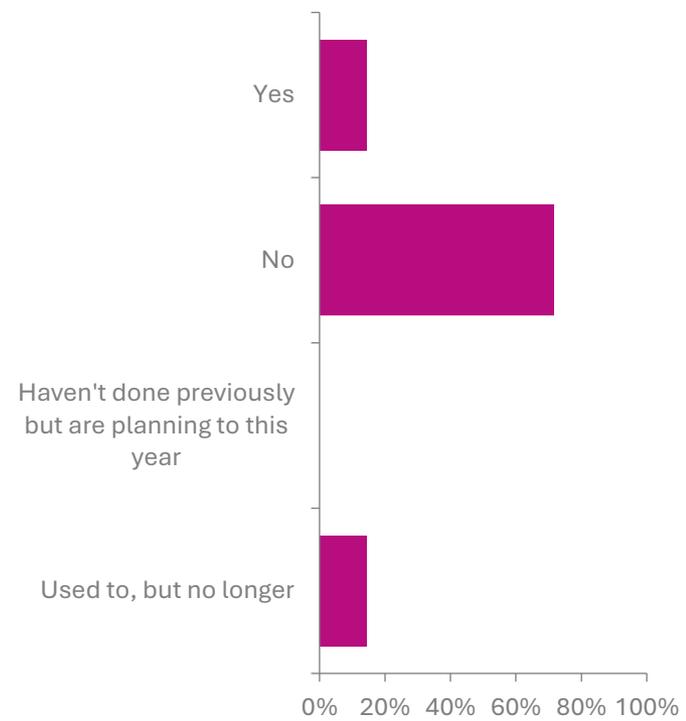
74/100



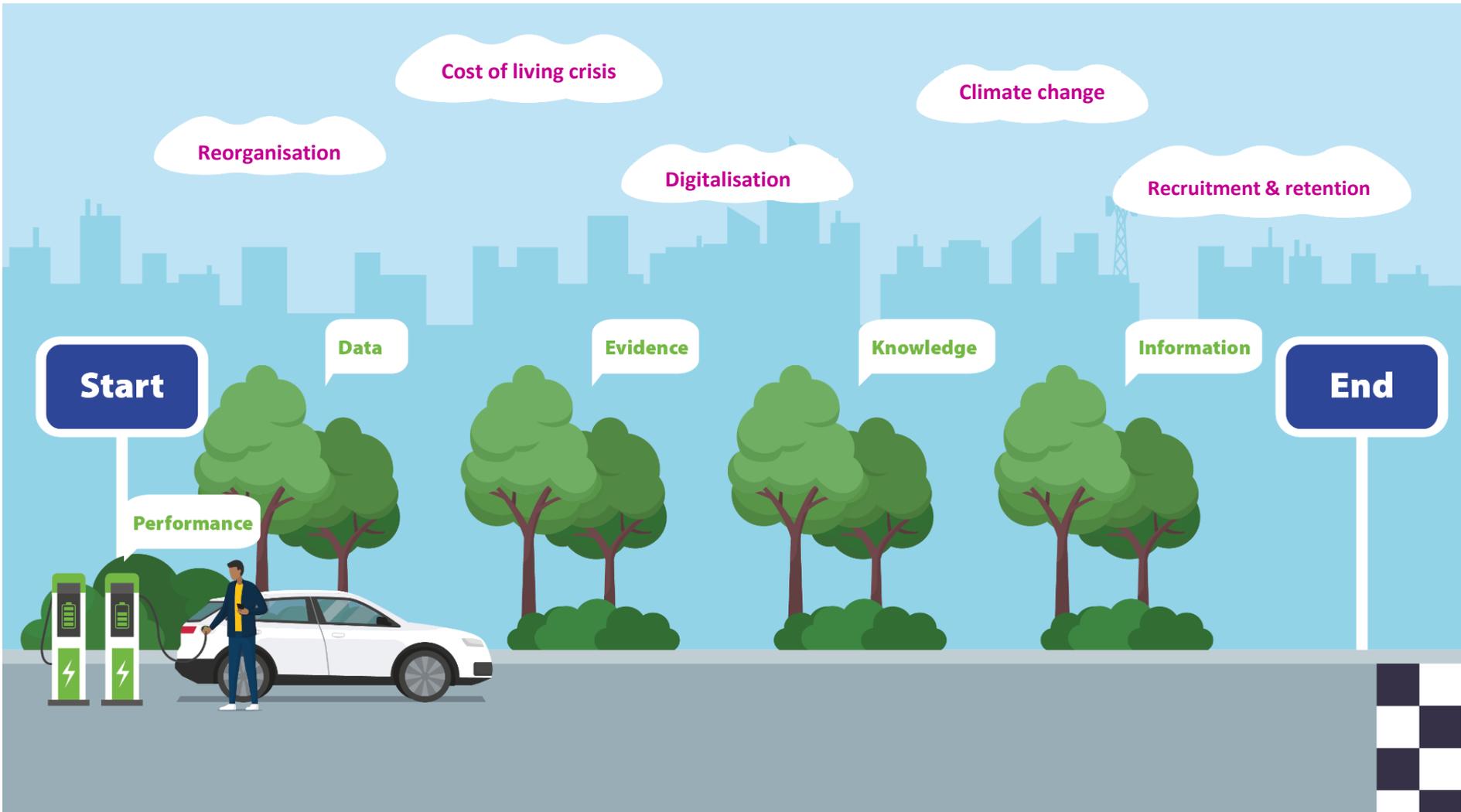
What venues would the council have on standby for residents to use as emergency refuge/shelter?



Does your authority run 'warm banks' in winter to help residents with the cost of heating?



Value of benchmarking



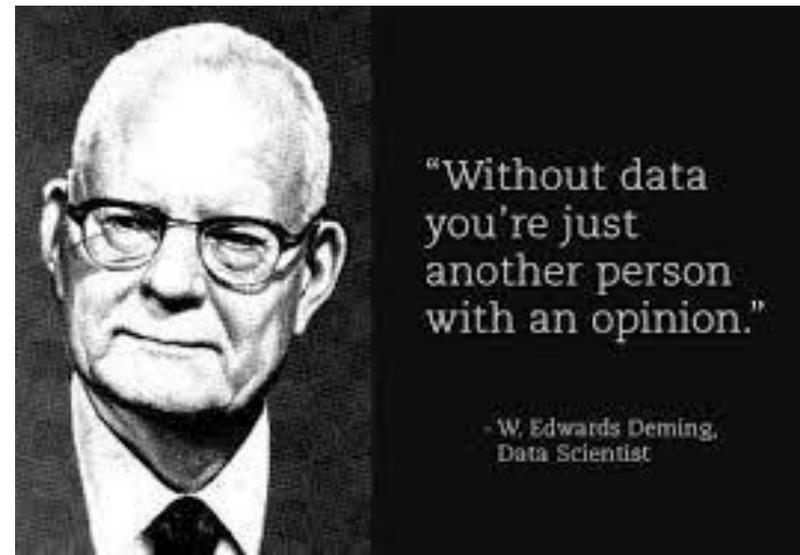
Benchmarking winter and climate resilience

Debbie Johns

Head of Performance Networks

Why do councils benchmark?

- Demonstrate value for money to stakeholders
- Demonstrate progression on carbon reduction/ecological actions
- Impact of service changes on cost, quality, productivity and customer satisfaction
- Learn how comparable local authorities are meeting the challenges
- Making decisions on how to change and transform your services
- Service reviews / efficiency savings
- To manage your services effectively



A powerful network of insight and innovation. Here's what your membership unlocks:

Reporting

Access performance data across 15 core frontline services – from transport and highways to refuse, building maintenance and climate change.

Compare with Confidence

Use comparator groups to benchmark with councils just like yours: by size, location, and service style. Track, compare, and boost your performance with data that brings clarity to your service decisions.

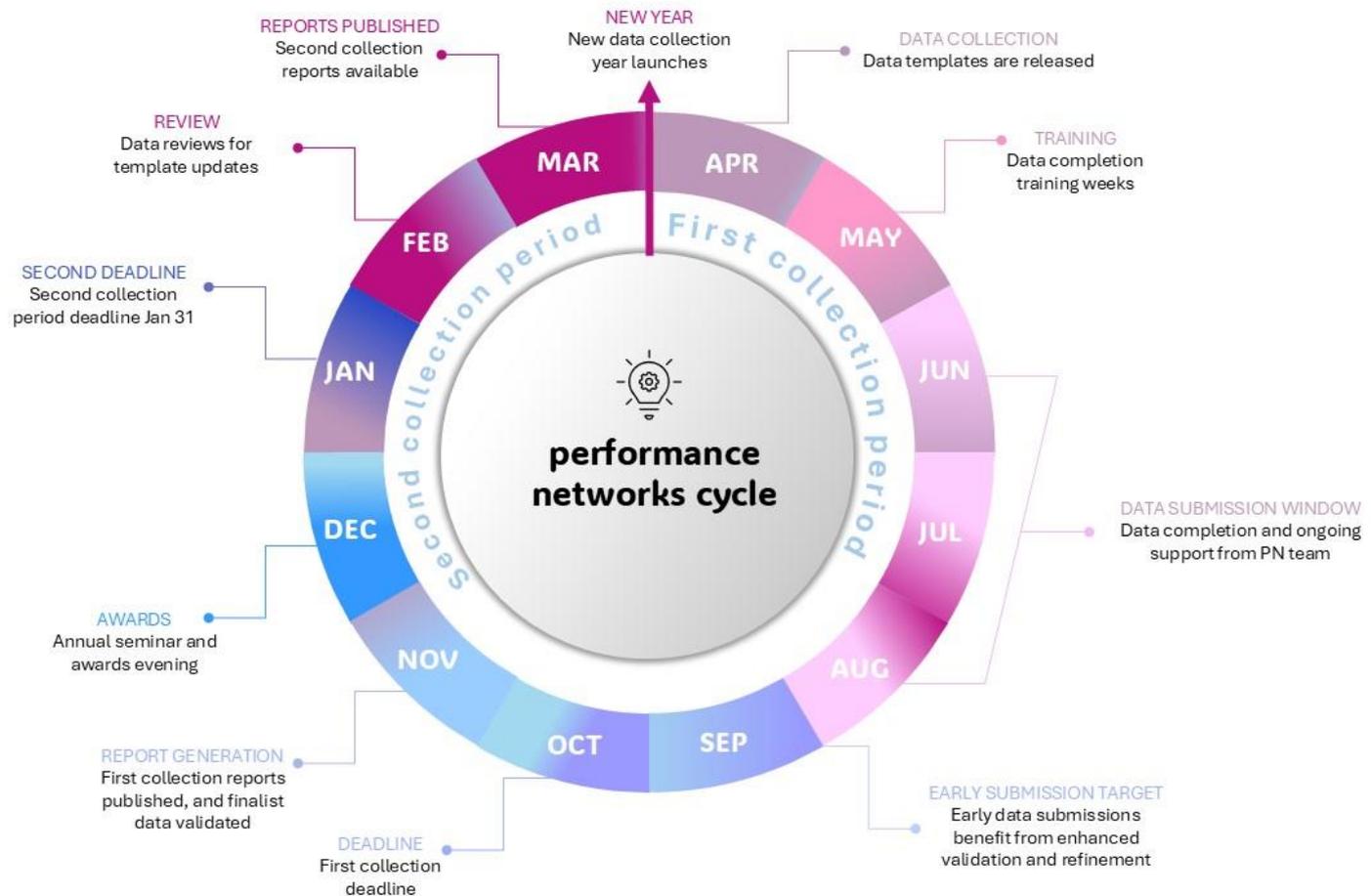
Stay Ahead of the Curve

Our data evolves with you, shaped by frontline experts and aligned with the latest policy shifts and operational needs.

Connect

Tap into a nationwide community of peers to exchange challenges, ideas, and solutions.

Performance Networks Membership Cycle



A sample of the metrics



Cost of treatment for entire winter period by length

Carriageways

£2,923.80

Footways

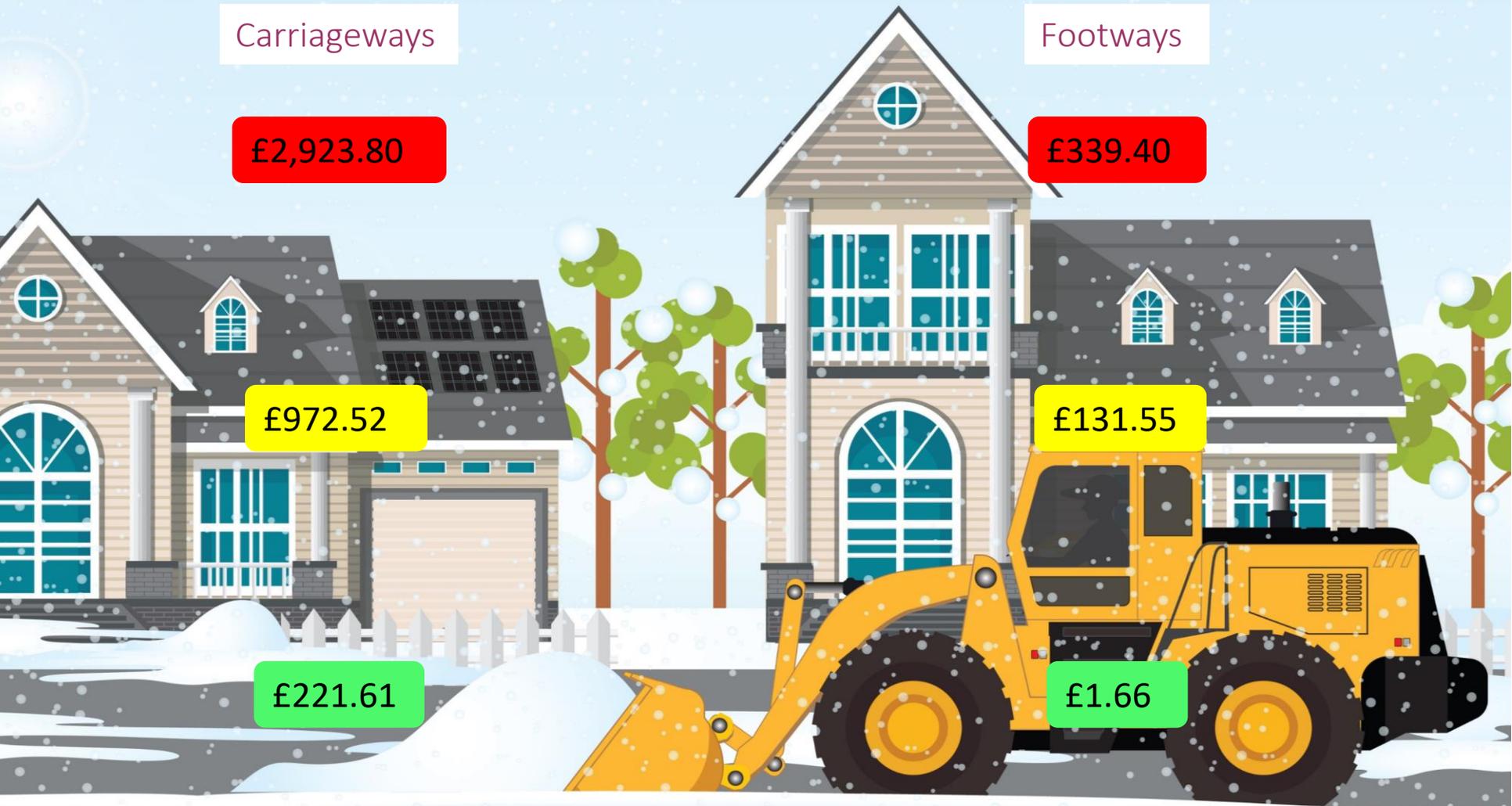
£339.40

£972.52

£131.55

£221.61

£1.66



Cost per km travelled for precautionary treatment

Carriageways

£198.42

£37.00

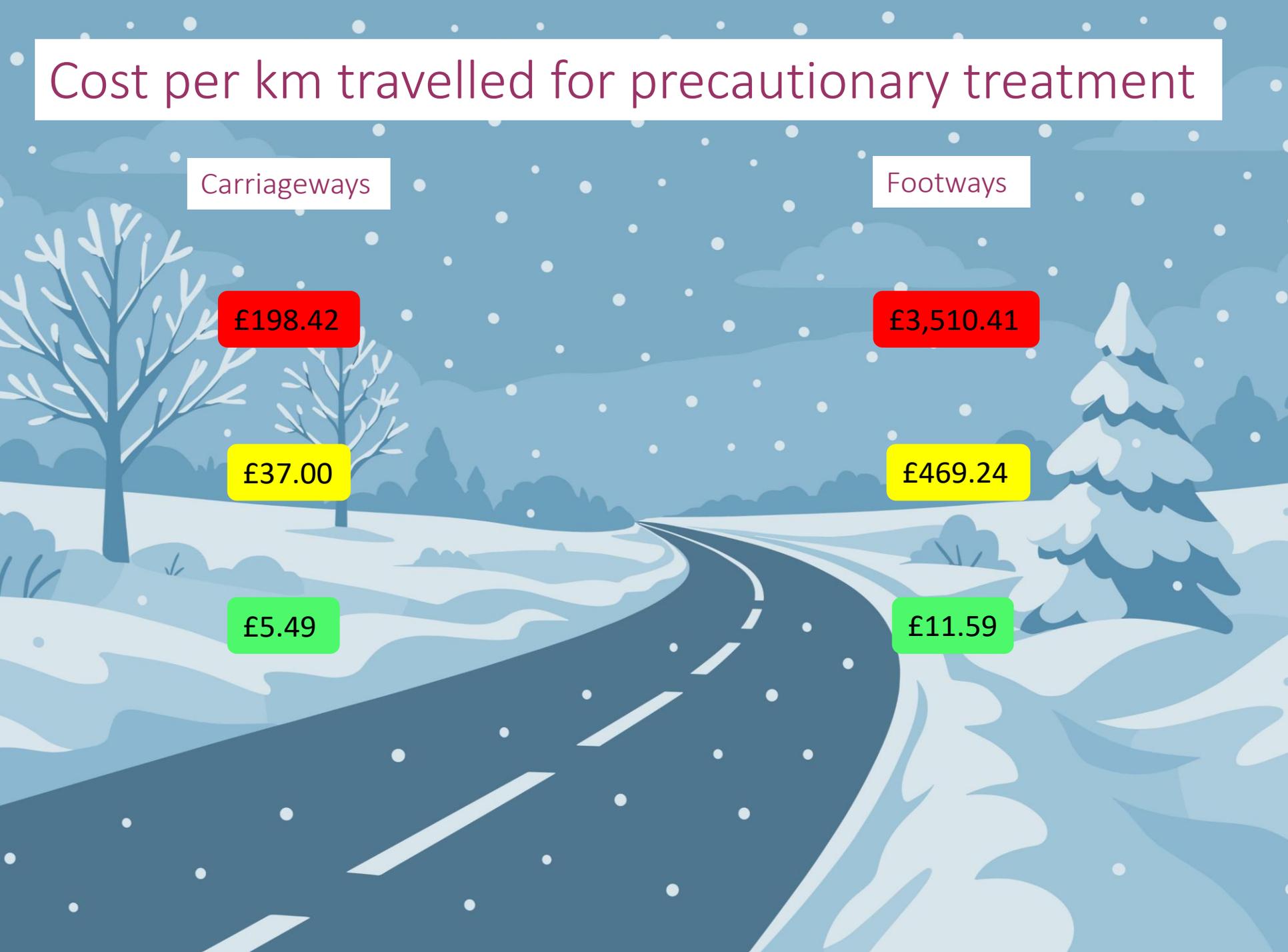
£5.49

Footways

£3,510.41

£469.24

£11.59



Kg of salt used per km of road treated

237.31

106.57

27.47

34% use thermal mapping data

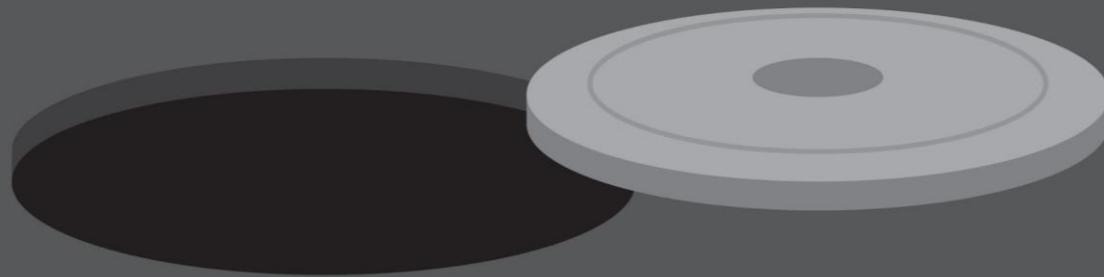


Road drainage schemes

45% have none

23 on average for those
who do

Average number of flooding incidents resulting
from highway surface water issues is 232



Climate adaptation measures

38% have created an adaptation and resilience plan



Largest climate hazards faced by LA:

- Flooding 81%
- Storms 71%
- Extreme heat 67%
- Biodiversity loss 67%

52% have undertaken a climate risk and vulnerability assessment or a similar exercise

Carriageway - Maintenance

- Filters
- Carriageways - Maintenance**
- Carriageways - Repairs
- Carriageways - Claims
- Footways - Repair
- Footways - Maintenance
- Footways - Claims
- Combined - Claims

PIN

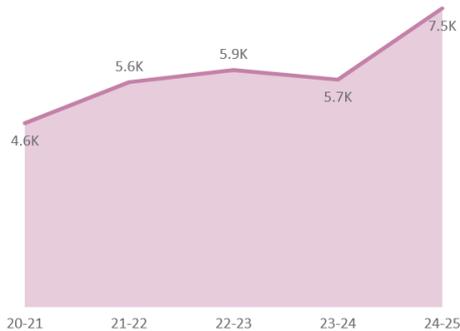
All ▼

Pease Select a Performance indicator

PI 42a - Total carriageway maintenance investment expenditure by carriageway network length ▼

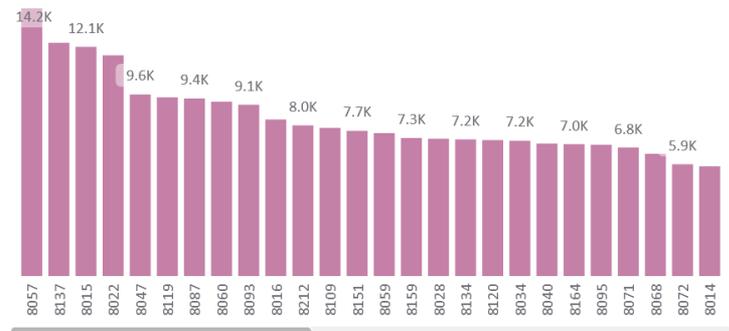
PI 42a - Total carriageway maintenance investment expenditure by carriageway network length

Average by Financial Year



	20-21	21-22	22-23	23-24	24-25
Max	12,648.22	12,410.27	15,155.37	11,963.05	14,522.33
Average	4,608.95	5,637.22	5,941.08	5,700.43	7,488.15
Min	335.18	468.38	743.95	520.75	1,080.47

Average by Pin



	8000	8001	8004	8006	8014	8015	8016	8020
Max	4,962.16	5,271.50	5,655.20	468.38	9,187.97	14,522.33	10,244.04	5,506.84
Average	3,731.80	3,914.45	4,277.89	451.18	5,803.52	12,123.42	8,278.69	5,506.84
Min	1,919.82	1,835.68	3,601.72	433.99	3,613.84	8,169.76	6,763.09	5,506.84

Performance Indicator

This performance indicator measures the total actual, net expenditure on carriageways for year divided by the total Km of principal and non-principal carriageways maintained.

[CTOTSP] / [TKPNM]

Footway - Maintenance

Filters

Carriageways - Maintenance

Carriageways - Repairs

Carriageways - Claims

Footways - Repair

Footways - Maintenance

Footways - Claims

Combined - Claims

PIN

All



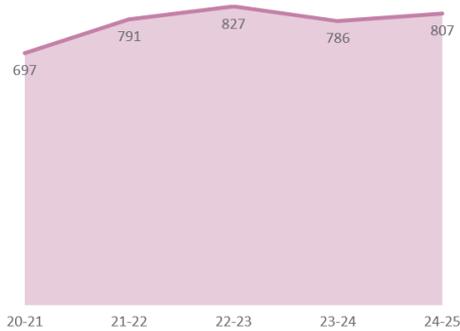
Pease Select a Performance indicator

PI 49a - Total footway maintenance investment expenditure by footway network length



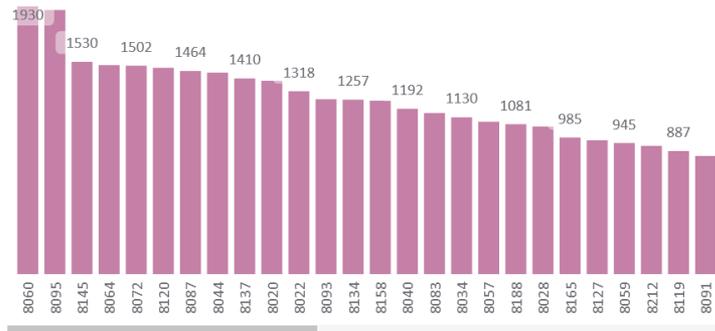
PI 49a - Total footway maintenance investment expenditure by footway network length

Average by Financial Year



	20-21	21-22	22-23	23-24	24-25
Max	1,929.55	2,025.78	2,275.12	2,130.54	1,665.49
Average	697.41	791.26	827.07	786.37	807.26
Min	27.20	26.00	27.59	67.07	190.93

Average by Pin



	8000	8001	8004	8006	8014	8016	8020	8022	8028	8030
Max	956.06	749.57	823.46	77.35	653.61	585.64	1,393.36	1,521.54	1,072.78	380.91
Average	421.76	505.30	505.03	53.49	443.67	444.90	1,393.36	1,318.06	1,063.76	226.71
Min	27.20	214.07	248.68	29.62	32.87	322.80	1,393.36	987.43	1,058.76	67.07

Performance Indicator

This performance indicator calculates the footway maintenance expenditure by footway network length. Where the footway length his measured in kilometres.

[FTOTSP] / [TFTWL]

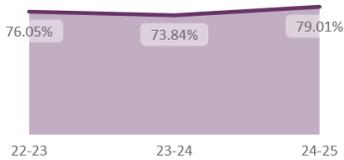
Carriageways - Repairs

- Filters
- Carriageways - Maintenance
- Carriageways - Repairs**
- Carriageways - Claims
- Footways - Repair
- Footways - Maintenance
- Footways - Claims
- Combined - Claims

PIN

All

PI 15e - Percentage of total carriageways investment (revenue and capital) spent directly on carriageway repairs (excluding CEC)

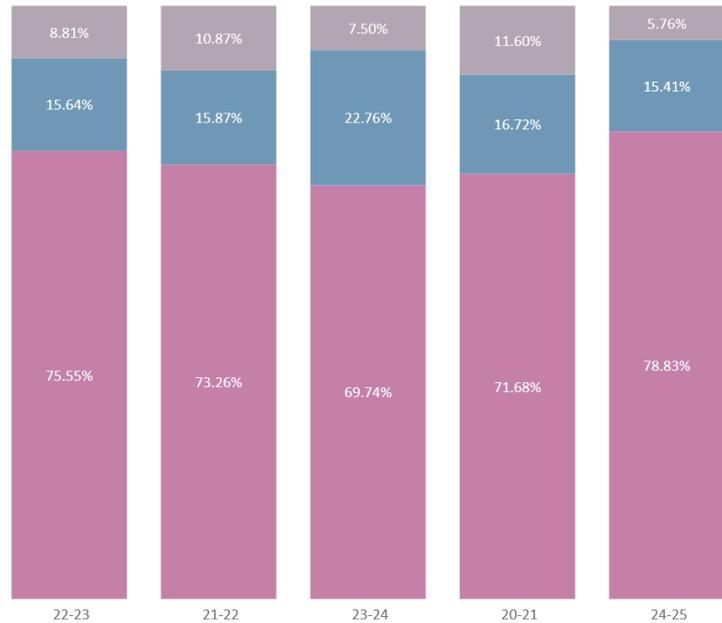


PI 15e - Percentage of total carriageways investment (revenue and capital) spent directly on carriageway repairs (excluding CEC)

7.32K

Percentage breakdown of total investment (revenue and capital) spent directly on repairs and routine maintenance

Question - Short ● Planned Repairs ● Reactive Repairs ● Routine Maintenance



Performance Indicators

PI 15e This performance indicator measures the actual percentage of the total expenditure on carriageways(excluding CEC*) specifically spent on maintenance work to the fabric of the footways.

(([Actual cost of planned maintenance work (footways)] + [Actual cost of reactive maintenance work (footways)]) ÷ [Total expenditure with service providers for year (including client costs and excluding CEC)])

* Central Establishment Charges

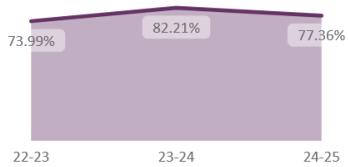
Footways - Repairs

- Filters
- Carriageways - Maintenance
- Carriageways - Repairs
- Carriageways - Claims
- Footways - Repair**
- Footways - Maintenance
- Footways - Claims
- Combined - Claims

PIN

All

PI 15f - Percentage of total footways investment (revenue and capital) spent directly on footway repairs (excluding CEC)

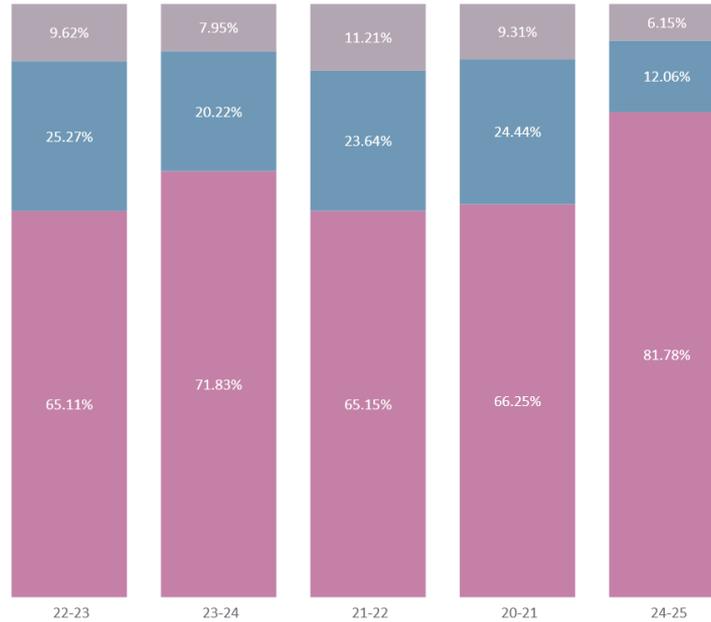


PI 15f - Percentage of total footways investment (revenue and capital) spent directly on footway repairs (excluding CEC)

7.18K

Percentage breakdown of total investment (revenue and capital) spent directly on repairs and routine maintenance

Question - Short ● Planned Repairs ● Reactive Repairs ● Routine Maintenance



Performance Indicators

PI 15f This performance indicator measures the actual percentage of the total expenditure on footways(excluding CEC*) specifically spent on maintenance work to the fabric of the footways.

(([Actual cost of planned maintenance work (carriageways)] + [Actual cost of reactive maintenance work (carriageways)]) ÷ [Total expenditure with service providers for year (including client costs and excluding CEC)])

* Central Establishment Charges

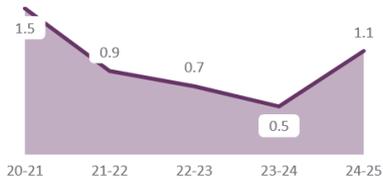
Combined - Claims

- Filters
- Carriageways - Maintenance
- Carriageways - Repairs
- Carriageways - Claims
- Footways - Repair
- Footways - Maintenance
- Footways - Claims
- Combined - Claims**

PIN

All ▼

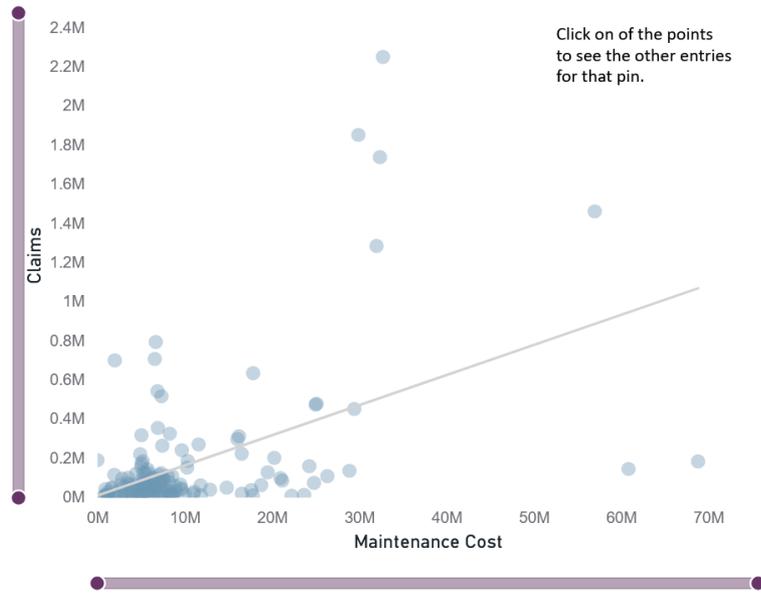
PI 36a - Ratio of combined annual carriageway and footway claims costs to structural investment expenditure (pen...



PI 36a - Ratio of combined annual carriageway and footway claims costs to structural investment expenditure (pence p...

0.92

Claims vs Maintenance for Combined per Km



Performance Indicators

PI 36a Ratio of combined annual carriageway and footway claims costs to structural investment expenditure (Pence per £)

Total value of all third party claims relating to both footways and carriageways combined settled in the reporting financial year
+
Actual cost of all maintenance work on both footways and carriageways combined for the reporting financial year

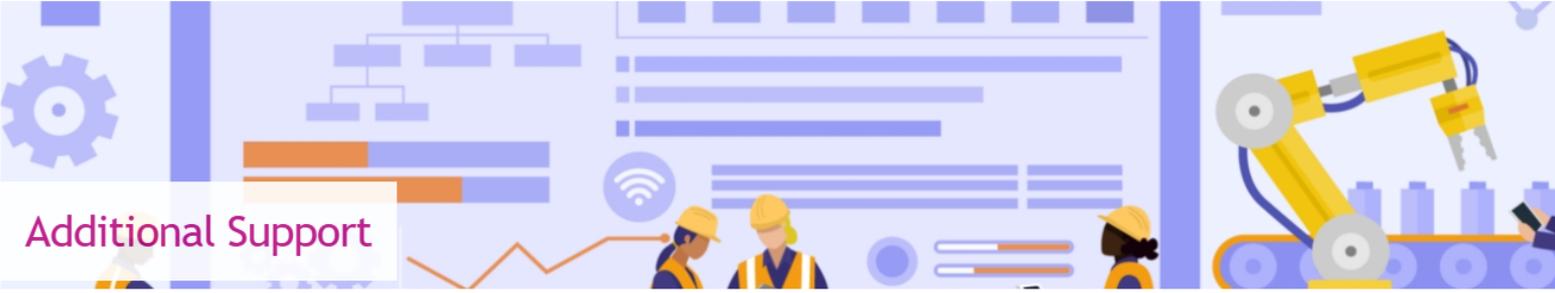
Chart Notes

Claims is the average claimed per year for the last 4 financial years as of that financial year per Km. This is the figure in pounds not pence.

Maintenance Cost is the Actual cost of all maintenance work for the reporting financial year per Km.

The line represents the regression analysis for these figures. This should indicate whether a point is over or under the average claims vs costs.

Service specific data support now available to book online

An illustration showing a control room with three workers in hard hats and safety vests looking at a large screen displaying various data visualizations like bar charts, line graphs, and a tree diagram. To the right, a yellow robotic arm is shown in a factory setting. A white box with the text 'Additional Support' is overlaid on the left side of the illustration.

Additional Support

Bespoke support sessions

These tailored support sessions involve one of our experienced associates taking you through your data templates and completing the data together. Each session is service specific so you are given the highest level of technical advice and support.

They will work with you to complete the priority areas of data collection so that you can:

- Receive the full range of performance report
- Assess the cost, quality and productivity of your service
- Report on evidence of value for money
- Qualify for inclusion in the best performer awards, which are held annually in December

This support is in addition to the generic data completion training sessions offered to members. It involves physically completing the data, assisting you to calculate the data from your systems, interpreting the questions and getting clarification on priority areas.

There has never been a more important time to gather good data in a recognised and consistent manner that can be compared with other councils. APSE would encourage its member authorities to take advantage of this support that is available.

Just complete the below form, and we will be in touch with you directly to confirm arrangements.

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Delivering for local people and local economies

Contact details

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