

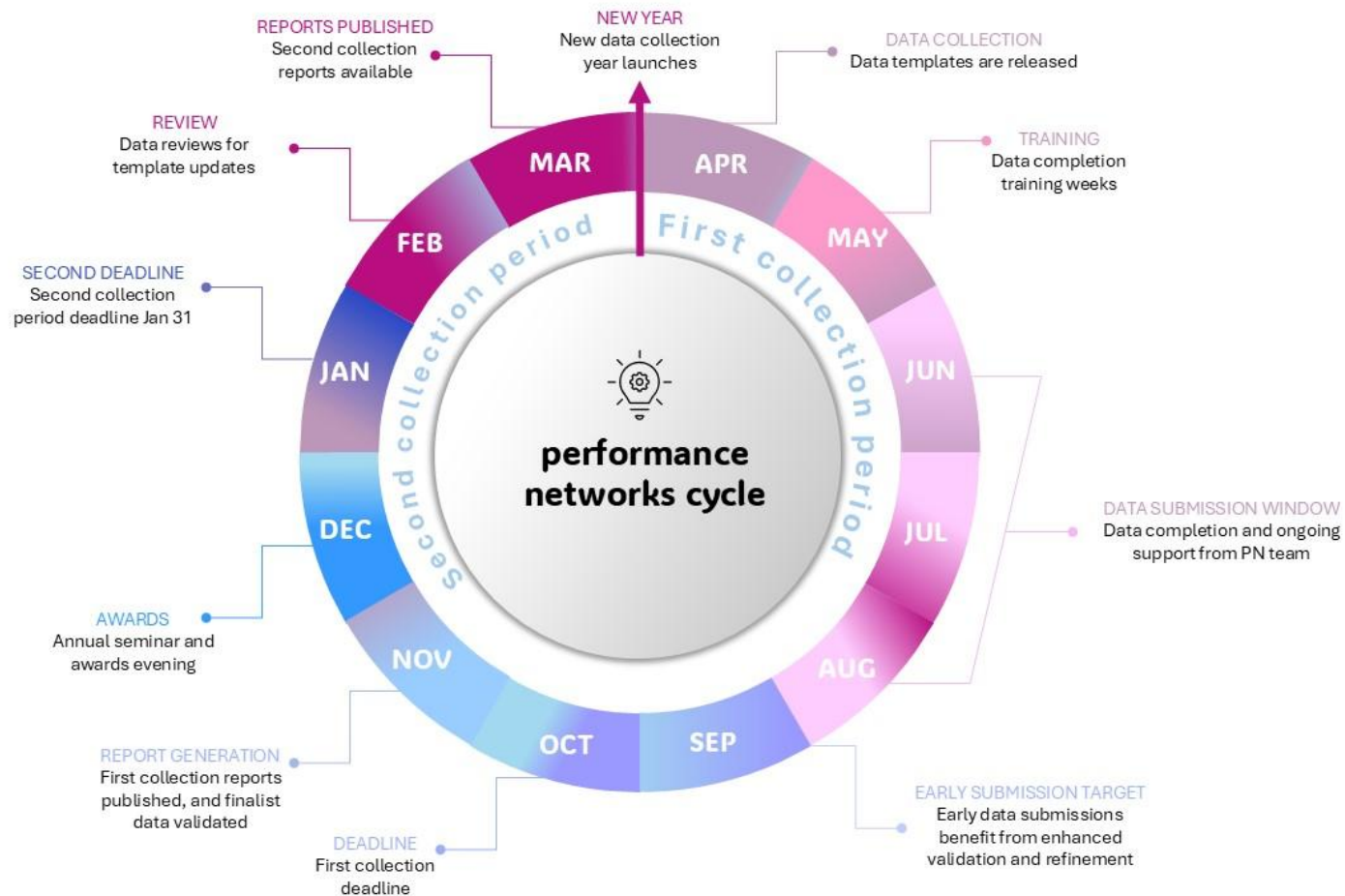
MHA+ Highways Asset Management SIG Meeting

Debbie Johns | APSE Head of Performance Networks
and Bonni Jee | APSE Principal Advisor



- The largest public sector benchmarking service in the UK
- Used by over 170 authorities
- 28th year of data collection
- 19 service areas (including 4 inspection apps)
- Developed and reviewed by practitioners
- Range of cost, quality, productivity and outcome measures
- Like-for-like comparisons through profiling
- Independently validated
- Flexibility in comparisons
- Special developments-Inspection Apps and Power BI reports
- Partnership working (e.g., Waste Dataflow, Sport England, DESNZ)
- Monitoring progress on climate change

Performance Networks Membership Cycle



Family group comparison

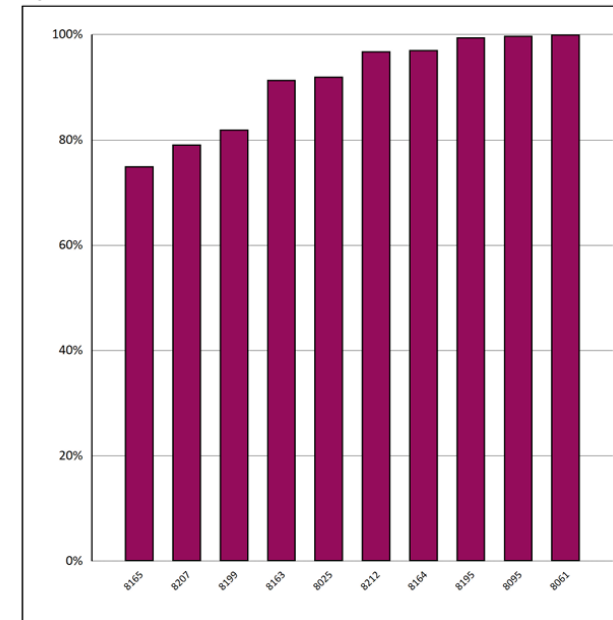
Core Highways PI standings

Performance indicator	Name of authority Sample Authority PIN 8999 Family group DM1										
	Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Ten percentile mark	High / Low / Neutral	
Operational											
PI 55a - Percentage of emergency defects (Cat 1, Priority 1) made safe within target time	12	100.00%	92.43%	72.57%	98.94%	5	99.83%	2	99.84%	H	
PI 57a - Percentage of urgent defects (Cat 2 high, Priority 2) made safe within target time	13	100.00%	85.62%	53.00%	96.74%	5	97.08%	2	99.99%	H	
PI 58a - Percentage of non-urgent defects (Cat 2 medium/Cat 3, Priority 3) made safe within target time	12	100.00%	85.98%	64.15%	83.27%	8	96.54%	3	98.86%	H	
PI 03a - Average number of working days to repair street lighting fault	10	19.52	5.57	2.29	5.07	7	3.00	3	2.85	L	
PI 03b - Percentage of street lighting faults fixed on time	12	99.48%	91.72%	72.80%	96.25%	3	96.25%	1	98.96%	H	
PI 04a - Percentage of street lights that are LED	9	98.29%	83.33%	45.14%	97.09%	2	96.27%	1	97.33%	H	
PI 04b - Percentage of total light sources that are LED	13	99.13%	83.36%	40.62%	92.92%	5	93.51%	2	97.47%	H	
PI 04c - Percentage of total light sources that are obsolete light sources	13	1.40%	0.39%	0.00%	0.35%	8	0.11%	3	0.01%	L	
PI 62a - Percentage of street lighting columns which are 40 and above years old	12	50.29%	13.51%	0.00%	1.18%	3	2.17%	1	0.96%	L	
PI 05b - Total carriageway defects recorded per kilometre of carriageway network length	12	19.17	10.60	2.02	3.44	2	6.36	1	3.62	L	
PI 06a - Total enquiries recorded per kilometre of carriageway network length	11	20.92	10.55	3.06	6.73	4	5.29	2	5.24	L	
PI 06b - Public enquiries recorded on management system per kilometre of carriageway network length	11	20.53	8.68	2.99	4.75	3	4.75	1	3.62	L	
PI 07a - Third party claims received per kilometre of carriageway network length	11	0.74	0.23	0.07	0.08	2	0.10	1	0.08	L	
PI 08b - Percentage of closed third party claims in the financial year which were repudiated	11	100.00%	75.26%	6.25%	80.19%	7	96.83%	3	99.53%	H	
PI 10a - Total sum paid out to third parties as a result of third party claims in current financial year	10	£976,726	£176,060	£13,242	£79,161	6	£18,157	3	£14,939	L	
PI 11a - Number of KSI casualties kilometre of network length	11	0.12	0.05	0.00	0.05	8	0.04	3	0.02	L	
PI 60a - Percentage of carriageways network treated per kilometre of network length	11	53.29%	34.89%	26.29%	35.21%	-	-	-	-	N	
PI 61a - Percentage of footways network treated per kilometre of network length	3	4.73%	2.88%	1.17%	1.17%	-	-	-	-	N	
Financial											
PI 59a - Winter maintenance expenditure per kilometre of treated carriageway and footway length	9	£2,559	£1,444	£340	£947	-	-	-	-	N	
PI 14a - Revenue works budget per carriageway network length	10	£8,437	£3,408	£1,028	£1,857	-	-	-	-	N	
PI 15a - Bridges and structures capital spend per the number of bridges & structures	8	£1,756	£1,218	£587	£1,440	-	-	-	-	N	
PI 16a - LTP integrated transport block funding (DfT) per kilometre of carriageway network length	9	£1,718.78	£644.92	£322.55	£419.85	-	-	-	-	N	
PI 17a - Capital maintenance block funding (DfT) per kilometre of carriageway network length	8	£9,294	£6,871	£4,538	£4,538	-	-	-	-	N	
PI 17b - Total revenue and capital maintenance budget per kilometre of carriageway network length	10	£21,828	£10,943	£5,736	£6,817	-	-	-	-	N	

PI 55a Percentage of emergency defects (Cat 1, Priority 1) made safe within target time

Family group DM1

	Emergency defects made safe on time	Emergency defects completed	Percentage of emergency defects
Average	3,898	4,232	91.25%
Lowest	12	16	75.00%
Highest	11,257	12,317	100.00%



Source data

[DMEMMS] / [DMEMDF]

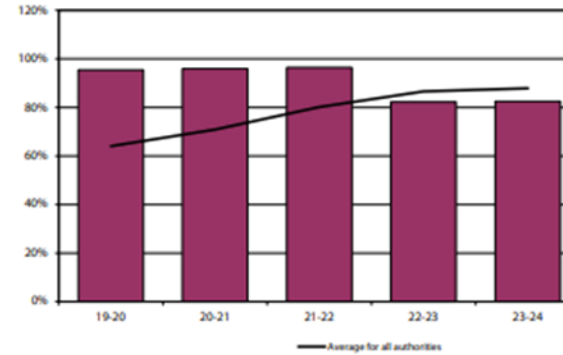
Acceptable parameters: >55% and <=100%

Core Highways performance at a glance

Sample Authority **8999**
 These pages show your authority's performance for each performance indicator against the current year average performance of your family group. Whether your result has improved or not from previous year is also shown. Icons are used to display this information and the idea of this report is that authorities can see 'at a glance' where improvements may need to be made. Where the box is blank, this indicates that there is no authority score available for this performance indicator or that there were less than three participants in this PI, meaning we are unable to produce a meaningful average score. The key to the icons are displayed below each table.

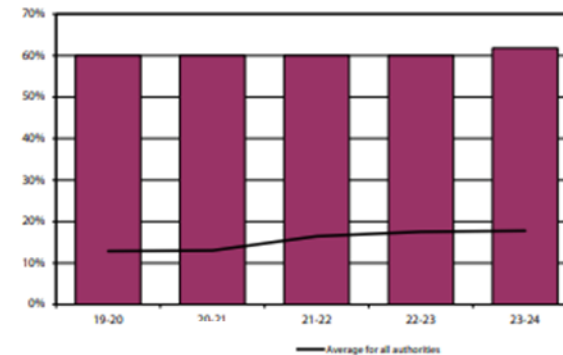
Operational performance indicators	Performance in current year	Improved since previous year?^
PI 55a - Percentage of emergency defects (Cat 1, Priority 1) made safe within target time	●	—
PI 57a - Percentage of urgent defects (Cat 2 high, Priority 2) made safe within target time	●	—
PI 58a - Percentage of non-urgent defects (Cat 2 medium/Cat 3, Priority 3) made safe within target time	▲	▼
PI 03a - Average number of days to repair street lighting fault	●	▲
PI 03b - Percentage of street lighting faults fixed on time	●	▲
PI 04a - Percentage of street lights that are LED	●	▲
PI 04b - Percentage of total light sources that are LED	●	▲
PI 04c - Percentage of total light sources that are obsolete light sources	●	▲
PI 62a - Percentage of street lighting columns which are 40 and above years old	●	—
PI 05b - Total carriageway defects recorded per kilometre of carriageway network length	●	▼
PI 06a - Total enquiries recorded per kilometre of carriageway network length	●	▼
PI 06b - Public enquiries recorded on management system per kilometre of carriageway network length	●	▼
PI 07a - Third party claims received per kilometre of carriageway network length	●	▼
PI 08b - Percentage of closed third party claims in the financial year which were repudiated	●	▲
PI 10a - Total sum paid out to third parties as a result of third party claims in current financial year	●	—
PI 11a - Number of KSI casualties per kilometre of network length	●	▼
Network condition performance indicators		
PI 18a - Percentage of routine safety inspections completed within the required time limit	●	—
PI 19a - Percentage of principal roads where maintenance should be planned (red)	▲	▼
PI 20a - Percentage of principal roads where maintenance should be investigated (amber)	◆	▲
PI 21a - Percentage of non principal B roads where maintenance should be planned (red)	◆	▲
PI 22a - Percentage of non principal B roads where maintenance should be investigated (amber)	▲	▲
PI 23a - Percentage of non principal C roads where maintenance should be planned (red)	●	—
PI 24a - Percentage of non principal C roads where maintenance should be investigated (amber)	●	—
PI 25a - Percentage of unclassified roads where maintenance should be planned (red)	●	—
PI 26a - Percentage of unclassified roads where maintenance should be investigated (amber)	●	—
PI 27b - Percentage of principal roads where skid resistance required investigation (at or below investigatory level)	◆	—
PI 28b - Percentage of non-principal roads where skid resistance required investigation (at or below investigatory level)		
PI 29a - Percentage of bridges requiring increase in live load capacity	●	▼

PI 04a Percentage of street lights that are LED



This performance indicator shows the percentage of total street lanterns which are LED (excluding road signage and traffic bollards).

PI 62a - Percentage of street lighting columns which are 40 and above years old



This performance indicator shows the percentage of total street lighting columns which are 40 years old and above.

Case study report 2025

Best and most improved performer award finalists and winners





performance networks

Roads and Highways Insight Report





Filters and Slicers



PIN

All

Region or Country

All

Financial year

All

Family group

All

Percentage of maintained road network which is designated "Urban"

0.00 100.00

Population

22,010

1,610,300

Households

9,300

692,826

Managment

Authority Operates with...

All

Total Km of carriageways maintained

140.48 9,035.49

Total Km footway length

126.21 999,818.47

Population Density

people/hectare

0.09

51.43

Total Highways Expenditure

222592

110940411

Total carriageway area (m2)

6133 58595780

Total Footway Area (m2)

873 12662376

Select multiple options to filter results throughout this entire report to create a personalised insight on this service

If you require any assistance with using this report, please contact the team (performance.networks@apse.org.uk)

Navigation

Carriageways Pages

Carriageways - Maintenance

Carriageways - Repairs

Carriageways - Claims

Carriageways - Winter Maintenance

Carriageways - Defect Response

Carriageways - Safety Inspections

Carriageways - Resurfacing Cost

Footways Pages

Footways - Maintenance

Footways - Repair

Footways - Claims

Footways - Winter Treatment

Footways - Defect Response

Footways - Safety Inspections

Footways - Resurfacing Cost

Bridges Pages

Bridges - Safety Inspections

Bridges - Standards

Carriageways - Repairs

Filters

Carriageways - Maintenance

Carriageways - Repairs

Carriageways - Claims

Carriageways - Winter...

Carriageways - Defect Response

Carriageways - Safety Inspections

Carriageways - Resurfacing Cost

PIN

All

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

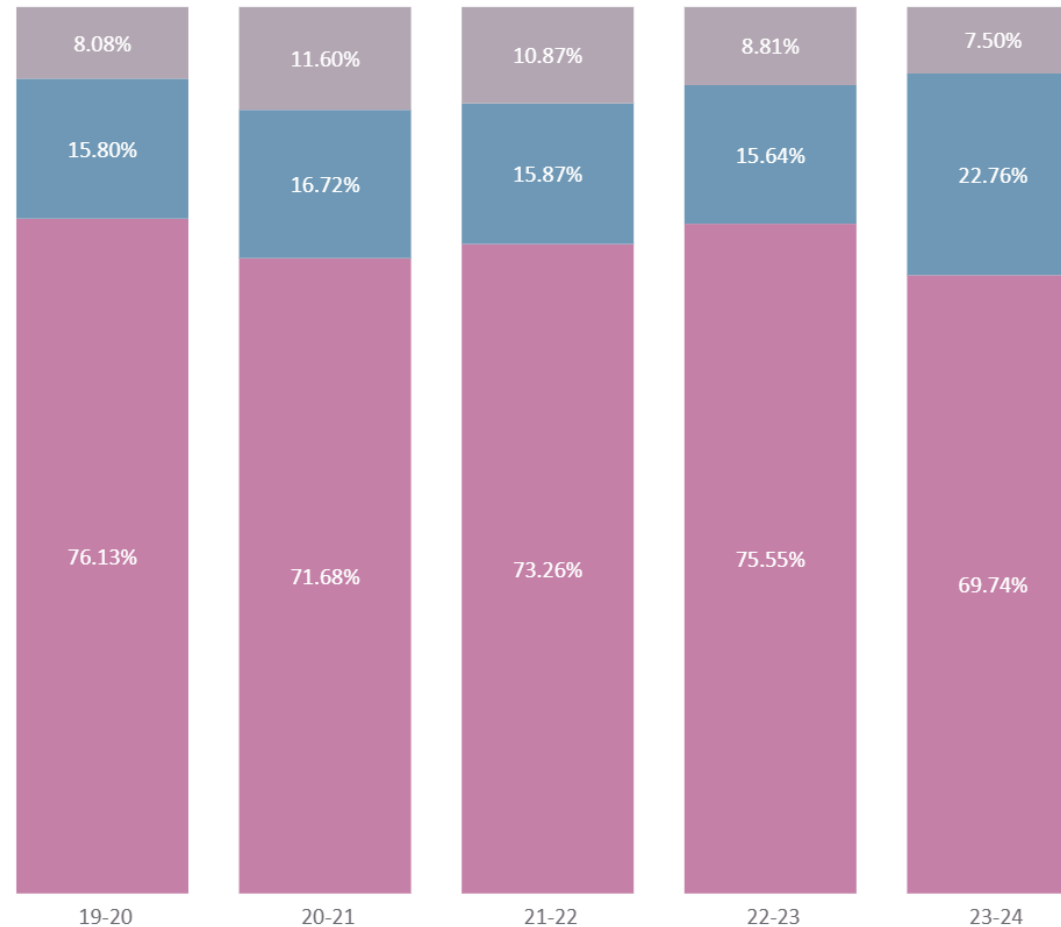
Question - Short ● Planned Repairs ● Reactive Repairs ● Routine Maintenance

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 C...

74.93%



Performance Indicators

PI 15f - Actual percentage of the total expenditure on footways(excluding CEC*) specifically spent on maintenance work to the fabric of the footways.

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

* Central Establishment Charges



Core highways v Roads Asset Management

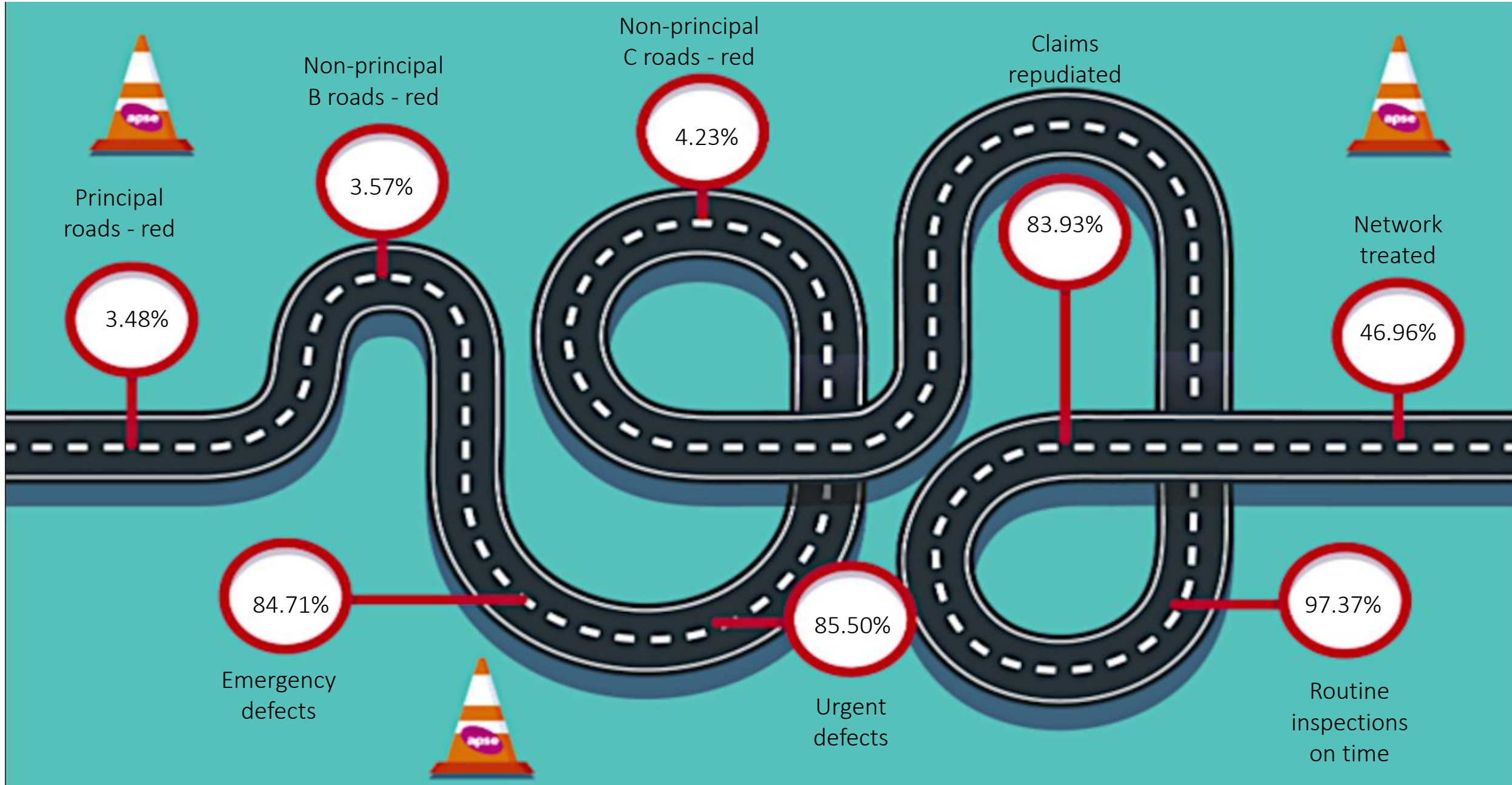
- Reduced data collection and number of PIs
- England only v UK-wide
- RAM also get Core highways analysis included
- Awards



Offering – MHA+ group

- Free dedicated data training session
- A comparative report for just the MHA+ group
- A workshop facilitated by an expert associate to help the group to interpret and analyse the findings

Core highways infographic 2024-25 averages for MHA+



Core highways infographic 2024-25 averages for MHA+

% LED

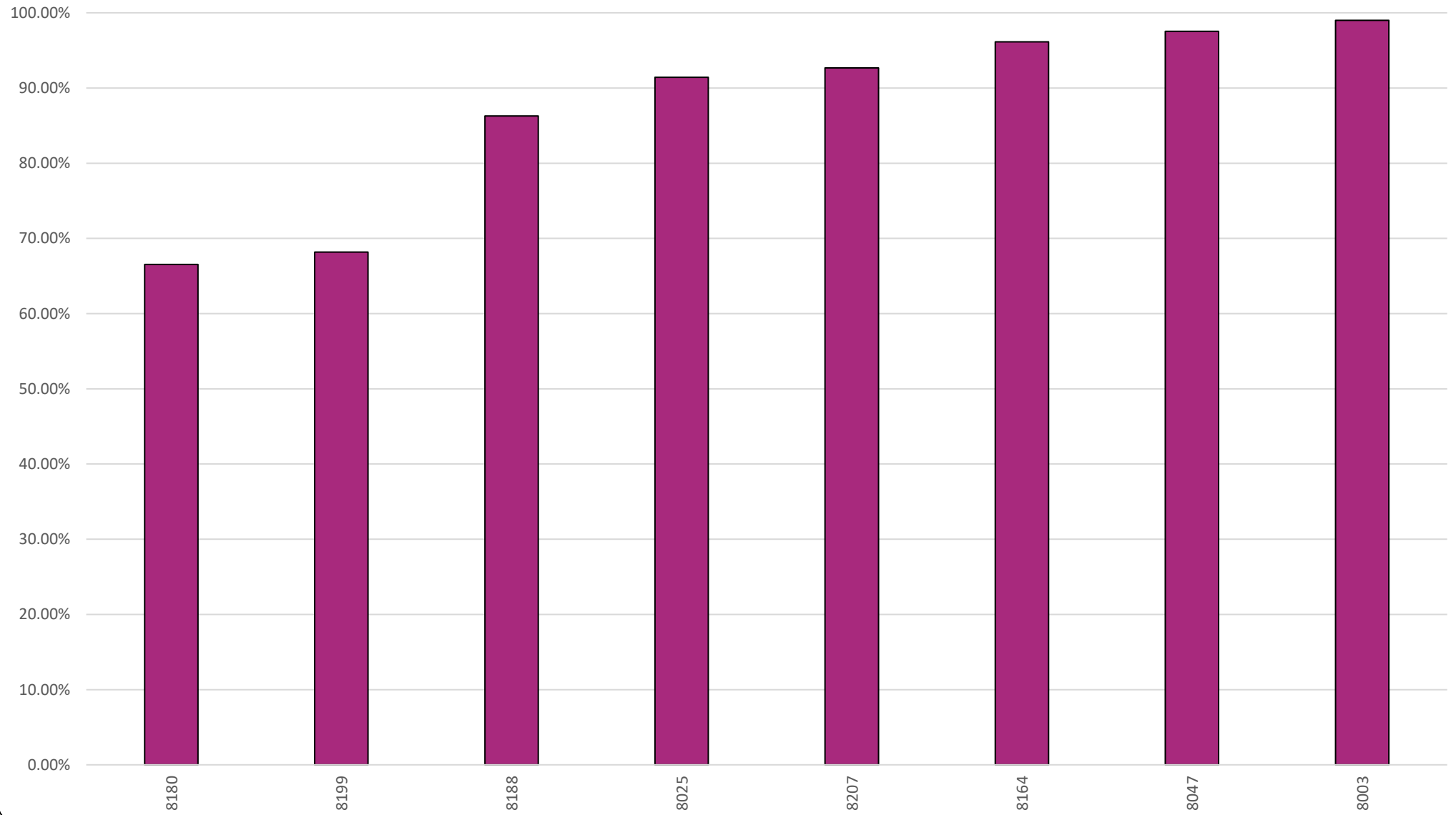
86.33%



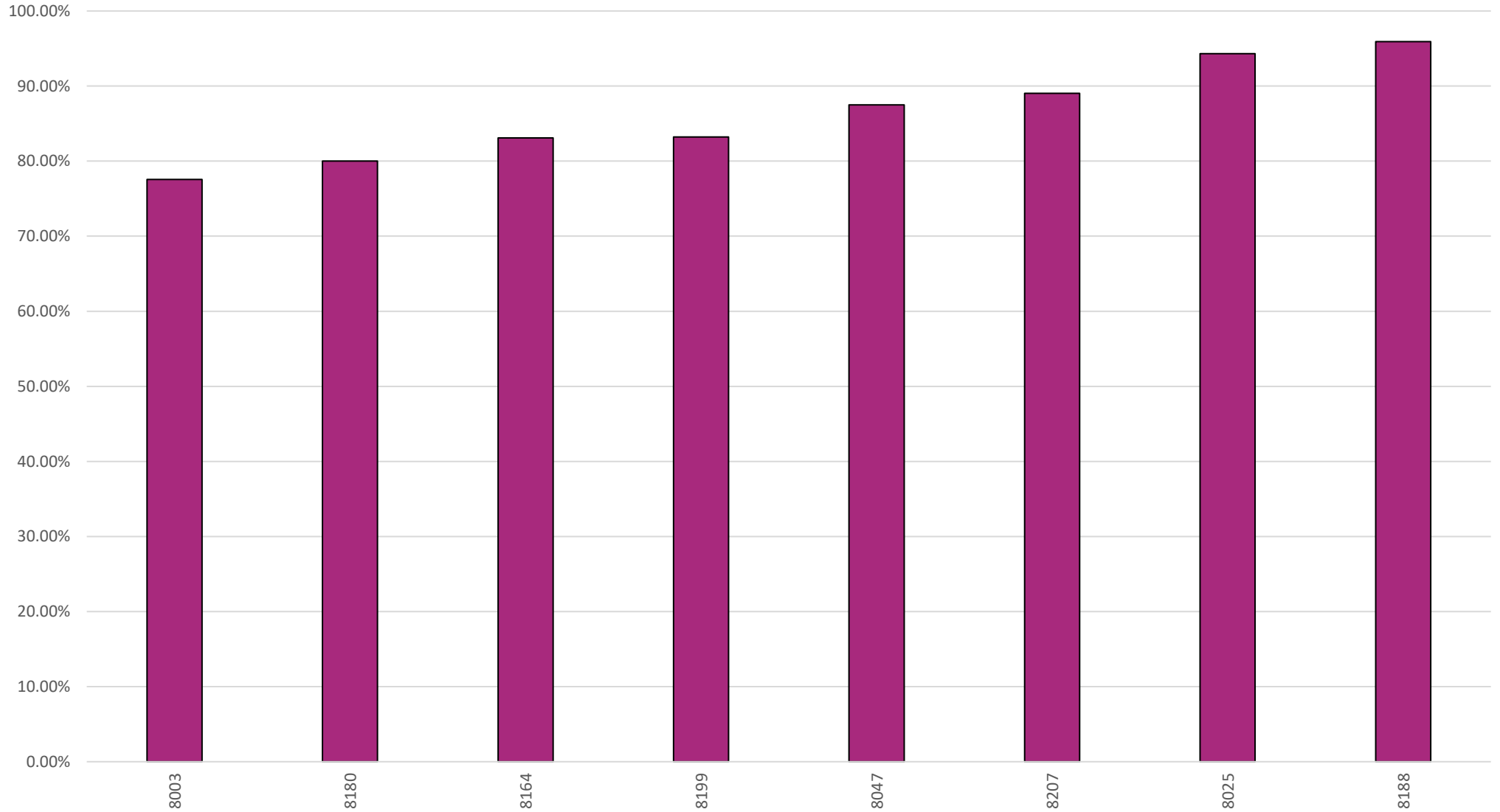
% faults fixed on
time

73.28%

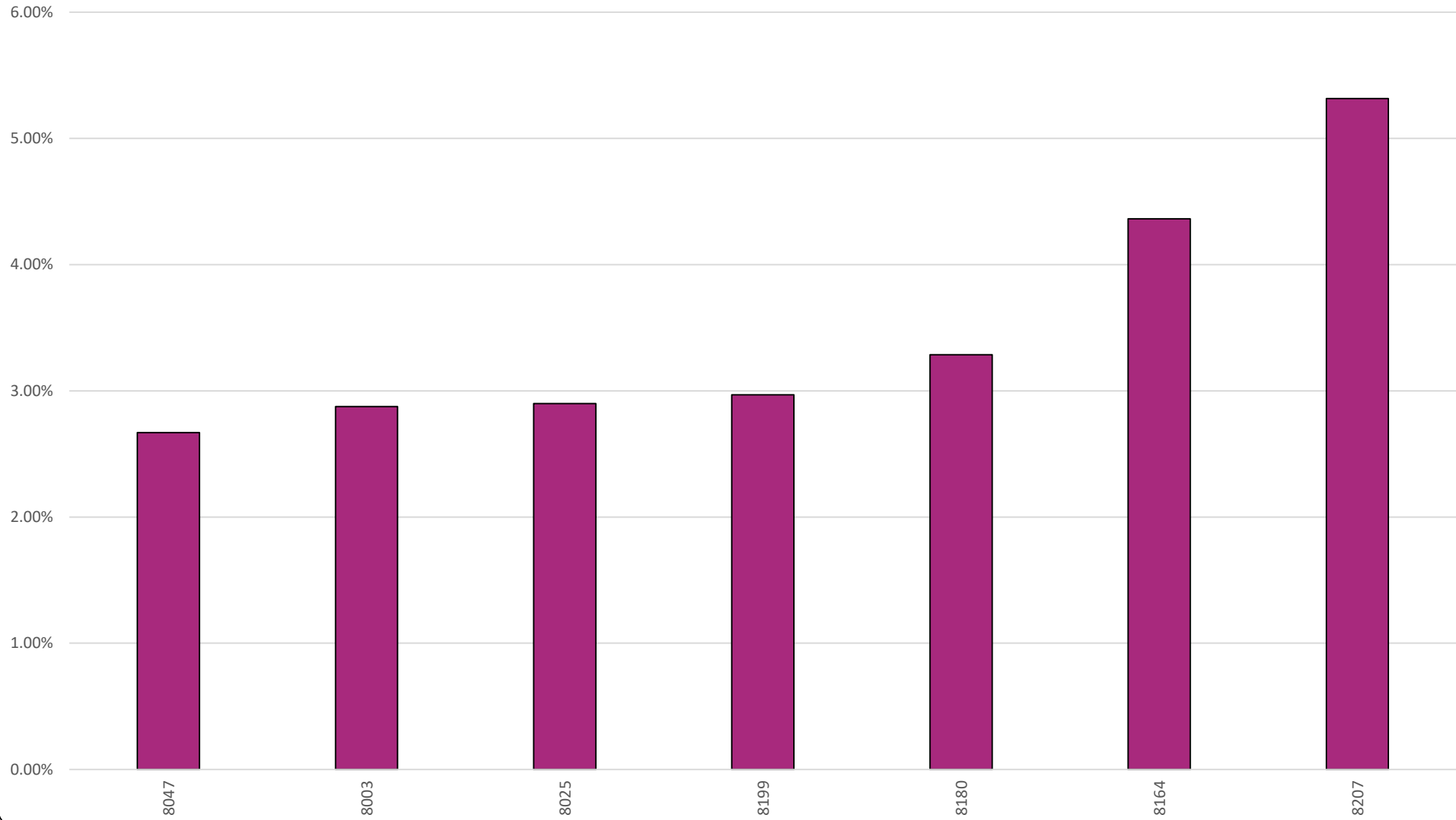
Percentage of non-urgent defects (Cat 2 medium/Cat 3, Priority 3) made safe within target time



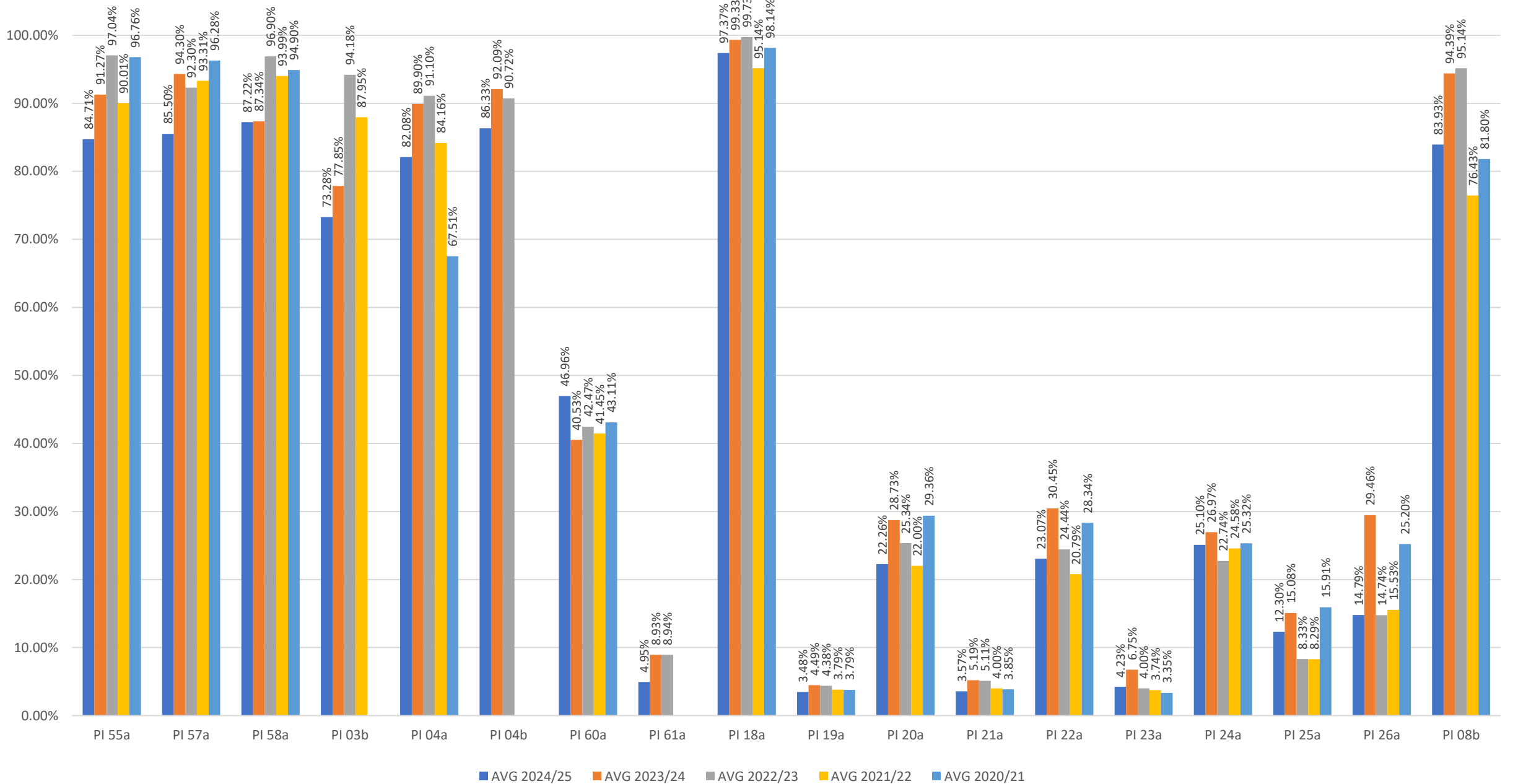
Percentage of total light sources that are LED



Percentage of principal roads where maintenance should be planned (red)



5 years of Core Highways result indicators





Membership fees

Fees

We agree to the terms and conditions of membership and understand that membership entails the payment of an annual subscription based on the following:
(please tick as appropriate to your application)

Fee structure		APSE member (£)	Non APSE member (£)
Large authority*	All services	9,615 <input type="checkbox"/>	13,995 <input type="checkbox"/>
Large authority*	Single service	2,830 <input type="checkbox"/>	4,150 <input type="checkbox"/>
Small authority	All services	4,880 <input type="checkbox"/>	7,495 <input type="checkbox"/>
Small authority	Single service	1,505 <input type="checkbox"/>	2,335 <input type="checkbox"/>

* A large authority is defined as having a population in excess of 200, 000

Please refer to the terms & conditions of membership by [clicking here](#)

Fee due £ _____
 +VAT @ 20% _____
 Total £ _____

Core highways £1,155

- Non-members join APSE and they get the current rate plus free trial membership for 3 months and then we will charge them 9 months pro-rata for the membership for the first year.
- They can join Core Highways for the current rate of £1,155.

Highways, Street Lighting and Winter Maintenance Network

How can we help you?

Join our network:
Briefings, sharing best-practice, network meetings, the latest policy updates, advocacy, and network queries across our 3,000+ contacts in local government.

Training:
High-quality training courses, including:

- Introduction to Waste Collection & Street Cleansing
- Health and Safety in Waste & Environmental Services
- Carbon Literacy

...and many more!

Consultancy and Interim Management:
Providing service specific specialists that can assist with service reviews, transformation, commercialisation and any strategic overview you and your authority might need!

Performance Networks
Analyse key metrics across cost, performance, and productivity. Benchmark your refuse collection with the UK's leading local authority network. Use the LAMS app to carry out real-time street scene and cleanliness inspections

Energy
Climate Change and Energy advice to support your journey to decarbonisation – from depot to fleet decarbonisation, we have it covered.

apse membership resources



apse training



apse solutions



apse performance networks



apse energy



Affiliation fees 2026/ 2027

Please note that member authorities pay both a national and regional affiliation fee. Affiliation fees (exclusive of VAT) for the financial year from April 2026 are as follows:

APSE National fee – year 2026/2027 for members

The national affiliation fees (amount excludes VAT) are based on a population related formula. These are as follows:

	(£)
Population:	
Below 200,000	4,000
200,000 to 300,000	4,500
Over 300,000	5,000
Over 400,000	5,500
Over 500,000	6,000
Over 600,000	6,500
Over 700,000	7,000



Training

Reduced rate for APSE members

Relevant courses to your teams include:

- Health & Safety - Working on Highways and Verges (CPD)
- Principles of / Advanced Contract Management (CPD)
- Principles of Fleet Management
- Principles of Managing Abandoned and Nuisance Vehicles
- Supervisory Skills for Team Leaders in Frontline Services (CPD)
- Carbon Literacy
- Climate Adaptation: Urban Green Spaces
- Construction Design and Management Regulations Refresher
- Insourcing Public Contracts: Rebuilding Capacity

Full list and upcoming dates [available on our website](#)



Seminars

- Reduced price for APSE members
- Focussed on local authority best practice and delivery and national expert speakers
- No hard selling or aggressive marketing
- Networking opportunities
- Selected approved partners, sponsors and exhibitors



Webinars and online network meetings

- Free to attend for members
- Sharing LA good practice presentations and associates on hand
- Interactive discussions
- Topical roundtables

Roads\highways, winter maintenance and street lighting:

Sustainability and energy efficiency in highways and street lighting

Paul Binks
Highways Asset Manager,
Lancashire County Council



apse performance networks
Data-Driven Decisions: From Benchmarking to Better Services



Automated Spreading

Case Study for Bucher ASSIST: City of TURIN

Process Overview

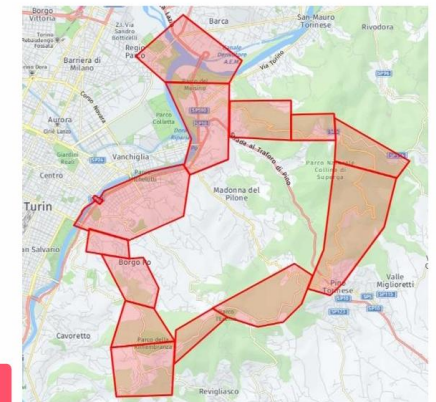
Route selected that covered urban and rural roads. Historical analysis of the route allowed 14 specific zones to be defined.

Vaisala sensors were used to collect real-time information on grip, temperature, humidity, water-snow-ice presence, depth, etc.

Salt dosage rates were automatically calculated based on the sensor data input to the ASSIST algorithm.

Cloud-based data communication was delivered to the spreader, with optimised doses for each zone.

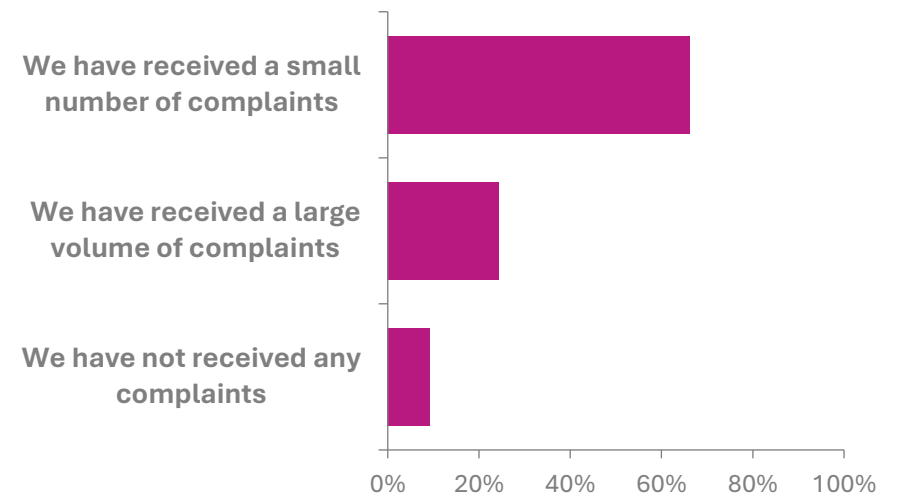
The driver followed the satellite navigation instructions, and the spreader automatically dispensed the correct treatment, specific to the zone it was in.



Briefings, policy updates and research – free for members

- Reducing the prevalence of Private Estate Management Arrangements (i.e. mandatory adoption of highways and amenities)
- Highways authorities' approaches to flags
- ALARM Survey highlights
- State of the Market findings
- Survation public polling – including views on Highways
- Use of HVOs in Transport

Public response to flags



Network queries

Some recent examples...

Responses available on demand to members as well as ability to request new ones

- **RH0492 - Reduction in car parking ticket sales**
- **RH0491 - Management of closed public rights of way crossings of rail lines**
- **RH0490 - Classification & Charging for Lighting FOI/EIR Requests**
- **RH0489 - Verge management**
- **RH0485 - Highways Innovative Cost Savings**
- **RH0484 - Parking/Cycle Stands**
- **Envirogrid Gully Grid replacement**



Hot topics

Focus on flags

- Survey with over 80 responses
- Dedicated webinar and briefing
- Myriad approaches
- Abuse of council staff sadly not a unique issue



Shedding a light on Street lighting

- Working with Live Labs and LGTAG using PN data to support authorities with higher proportions of older street lights



Advocacy

Amenities adoption and estates management

- Policy briefing
- Government consultation
- Held an online meeting with a MHCLG representative
- Responded to government consultation on your behalf

Tuesday 17 February 2026, 10.00-11.00, MS Teams



**Ministry of Housing,
Communities &
Local Government**

This online meeting will feature a presentation from Keith Burnett, Senior Policy Advisor at MHCLG, outlining the [consultation](#) proposals, followed by a Q&A session.

For more background information about the consultation, please read:

APSE Briefing 26-04: Reducing the prevalence of private estate management arrangements



Reducing the prevalence of private estate management arrangements

to APSE Contacts in England and for information in Scotland, Wales and Northern Ireland
The proposals relate to England, but the consultation is being open to responses from across the UK, including devolved nations.

1. Executive Summary

The government is consulting on ways to reduce reliance on private estate management, and increase public adoption of amenities on new housing estates in England. Such amenities include roads, drainage systems, green spaces and other communal infrastructure, that have historically been maintained by the local authority or utility companies.

There has been increased prevalence of private management which has become the norm for most new developments, meaning that amenities and services are being left unattended and managed and maintained by a private estate management company (EMC), rather than the local authority or utility company.

This consultation aims to address issues of unattended infrastructure, safety changes, and tenant/homeowner rights, creating significant customer detriment.

The options for reform the government are exploring through this consultation are for making and new regulations for housing safety and local authority budgets when it comes to adopting and maintaining these assets.

This consultation will last for 12 weeks from 16 December 2025 to 12 March 2026 and you may respond by making [a submission](#).

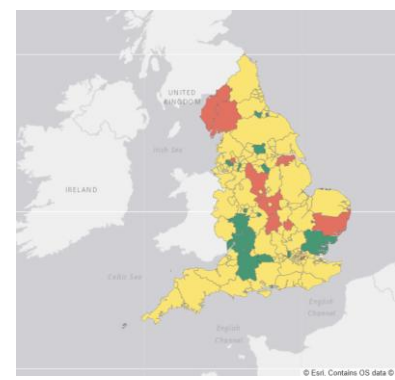
The consultation offers a [GOV.UK](#) [Participating Public Body](#) by the Competition and Markets Authority (CMA) which identified that local authorities are increasingly not adopting amenities due to the process to adopt and the ongoing cost.

Part 1 of this consultation explores options for reforming the system to reduce the need for private management arrangements and increase private adoption, improve the quality of amenities and provide greater certainty to all stakeholders. It also seeks views on the potential impact on critical stakeholders of the system.

Part 2 of this consultation seeks further evidence from service providers to inform our evidence base in order to better understand the system. There is currently very limited information to quantify the extent of unattended roads or other unattended infrastructure from residents, homeowners, managing authorities (local authority, Planning, Housing and Highways Authorities or Water Companies) or management companies.

This briefing provides a summary of the consultation.

>> [Read the briefing](#) <<



DfT's traffic light rating... in your own words

“We feel that there have been some calculation errors and we know how to correct these and improve our rating.”

I wish they would attend more APSE Seminars to learn what is out there to try

Release the tables in Mid summer, not when 'pothole' production is at its peak in January!

Broadly supportive, the report correctly identified one area for improvement and it seems like a good move towards consistent asset management.

It was not clear how the scoring would be done and how better a better rating could be achieved.

APSE suggested in response to consultation – to reflect wider nature of metrics, that involve wider partners beyond local gov't

MHCLG Local Government Outcomes Framework

Transport & local infrastructure category:

- **7.29.5 Percentage of local authority motorways and A roads that should be considered for maintenance, split by road type (motorways and A roads; B and C roads; unclassified roads) – outcome metrics:**
- Well maintained roads are essential for safety, accessibility and reducing congestion. This metric measures the percentage of local authority managed roads where maintenance should be considered. This metric is broken down by A roads and motorways, B and C roads, and unclassified roads.

Contact Details

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