

Appendix 1

Local highway maintenance transparency report template (Annex B)

In March 2025 Chief Executives received a letter from DfT announcing highway maintenance funding allocations for 2025/26. The letter set out what information was required to be published and submitted by local authorities and in the interests of transparency some information had to be published on authorities' website by the 30th June 2025.

DfT also required authorities to provide more detailed information to confirm that authorities were following certain best practice criteria (Annex B). This information will need to be received by 31 October 2025 and will need to be signed off by the leader of the council, or the cabinet member with responsibility for highways, and the Section 151 officer.

Annex B - incentive element questions

- (1) 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 et cetera but excluding land), using the HAMFIG or CIPFA methodology and the last available rates?

The City of London Corporation has recently conducted a Gross Replacement Cost / Asset valuing exercise and the GRC is £656,547,673. The depreciated replacement cost is estimated at £385,194,540.

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

2020-21	0.74%
2021-22	0.65%
2022-23	0.72%
2023-24	1.05%
2024-25	1.02%

- (3) 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?

The City of London Corporation conducts annual Resident Satisfaction surveys conducted by Forum Research Inc. The results from these surveys reaffirm the Councils priorities set out in the Strategic Plan 2023-27.

- (4) Does your authority carry out benchmarking of its performance with other authorities and can you provide evidence of that?

Regular benchmarking is conducted via the London Highways Engineering Group (LoHEG) which is shared with its members. This information supports the City and

other authorities to ensure that the services / specifications used are relevant and provide their users with the required services.

- (5) Do you have a highways asset management performance management framework against which you are regularly tracking performance?

The City of London has a Highway Maintenance Policy and Highway Asset Management Strategy to regularly track and improve performance.

- (6) What are your key performance indicators (KPIs) for maintenance?

Ensure all sites suitable and sufficient in relation to Health & Safety.
To ensure compliance with TMA and to comply with CCSS best practice
To ensure all preconstruction information and process is provided and adhered to in line with CDM 2015.
Ensure that works are completed within agreed programme milestones.
Effectively managing fault reporting for lighting within the Square Mile.
First time' repair ethos
Effective Management of the Report It process.

- (7) Does your authority have, and can you provide a weblink to: a Highways Asset Management Plan (HAMP) and a resilient network plan.

The City of London has a Highway Maintenance Policy, Highway Asset Management Strategy and a Transport Strategy which includes network resilience details.

[City of London Transport Strategy](#)

- (8) Can you confirm that your local authority has provided, or will provide, DfT with all of the data required under the annual single data list requirements in 2025, namely:
130-01: principal roads where maintenance should be considered.
130-02: non-principal classified roads where maintenance should be considered
130-03: skidding resistance data
130-04: carriageway work done from April 2024 to March 2025
251-01: winter salt stock holdings for winter 2025

Figures have been submitted to the Road Maintenance Stats Team for all the requested data and meetings/discussions have taken place to explain City of London's unique highway network and demographic (such as having no C-class roads etc).
Copies of Vaisala AI carriageway condition data has been shared.

251-01: winter salt stock holdings for winter 2025
600 tonnes of rock salt and 8,000 litres of brine solution.

- (9) In addition to the data required for the single data list, what other data does your authority collect on the condition of its highway assets, including footways, cycleways, structures, and lighting columns? To what standard do you collect this data and with what frequency?

City of London's "State of the City" database holds information on footway, cycleway and carriageways. CVI type of survey, conducted and updated annually. A spreadsheet file can be provided.

Principal Road Network Surveys on Scrim and Scanner are conducted and collected annually. – TfL portal.

Principal Road Network Surveys are conducted and collected annually. – Vaisala.

Carriageway Condition Surveys are conducted and collected annually -RoadBotics.

Street Lighting – Electrical and Structural tests are conducted every 6 yearly, subject to condition of asset. Timeframes may reduce following any identified asset deterioration.

Structures – Cyclical Principal and General inspections are recorded on BridgeStation.

DfT links for reference

[Letter to local authorities about local highway maintenance funding in 2025 to 2026 - GOV.UK](#)

[Local highway maintenance transparency report template - annexes A and B to letter - GOV.UK](#)

