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Local highways maintenance transparency report

This report supports the Department for Transport's expectation that all local highways authorities publish information about their highway's maintenance activities. By doing so, it enables local taxpayers to clearly see the impact of funding in their areas and promotes transparency and accountability in the use of public resources.

Our highway network

Lengths of highway, footways and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	Cycleways
423.39km	1,547.1km	2,361.14km	4,331.63km	3,774.7km (from 2019)	3,084km	Included in wider Highway lengths
Number of structures, traffic signals, street lighting, drainage, gullies and traffic signs (No.)						
Structures Bridges no.	Structures Culverts >1.5m dia no.	Traffic signals no.	Street Lighting no.	Drainage culverts <1.5m dia no.	Drainage Gullies no.	Traffic signs no.
528	156	12,554	621,983	966	146,203	222,769

N.B. The above figures represent the major asset groups. We maintain many more assets, such as street furniture, barriers, grit bins, benches, and highway land etc.

The Leicestershire County Council Network Management Plan outlines how the council manages its road network to ensure safe, efficient, and reliable travel. It supports the Local Transport Plan by detailing the legal, strategic, and operational framework for managing traffic, coordinating streetworks, and responding to future challenges like climate change and population growth. The plan emphasises a risk-based, data-driven approach to maintenance and planning, aiming to minimise disruption, improve resilience, and support sustainable transport. It also highlights collaboration with stakeholders and the use of technology to enhance network performance and public communication.

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)	£28,789	£25,657	£23,414	30.24%	21.50%
2024/25	£20,013	£22,061	£22,307	33.63%	22.65%
2023/24	£20,013	£23,064	£17,306	37.85%	22.34%
2022/23	£17,755	£19,499	£15,392	36.16%	21.31%
2021/22	£15,388	£19,278	£12,975	43.55%	20.03%
2020/21	£28,967	£21,616	£15,732	42.39%	20.53%

Additional information on spending

The highways maintenance budget in 2020/21 was impacted by the Covid 19 Pandemic. It should be noted that the Council did invest more than the DfT allocation over the time period presented. The maintenance budgets include the staff costs, street lighting, structures and other maintenance works which cannot directly be attributed to preventative or reactive under the definitions provided.

Preventative and Reactive Maintenance Spend

One of the supporting principles of our Highway Asset Management Policy is that we will aim to extend the operational life of highway assets using appropriately timed preventative and restorative treatments.

Where possible the County Council will aim to minimise reactive type of repairs, particularly on its unclassified network, as it generally results in lower public satisfaction, an increase in third party injury claims, the need for more interventions and higher maintenance costs.

Our highways maintenance program uses a risk-based asset management approach to maximise value over time, ensure safety, and improve network performance.

Preventative Maintenance

We focus on planned preventative maintenance as it’s the most cost effective and efficient approach for maintaining our assets as its generally results in a progressive improvement in overall condition for longer periods of time, less frequent interventions required, improved public satisfaction, a gradual reduction in third party claims, more cost-effective long-term treatments, a progressive reduction in revenue costs over time, it is more sustainable and less disruptive.

Planned preventative activities for 2024-2025 include:

Resurfacing: 4.2 miles

Planned Patching: 69 miles

Surface Dressing: 68.1 miles

This adds up to 141.3 miles of preventative treatment this year. We plan how long we believe our assets will last and select treatments based on condition surveys, and risk assessments to address surface wear, prevent water damage, and restore skid resistance. We also plan structural maintenance for highway structures such as bridges, culverts, and retaining walls. This includes waterproofing, parapet repairs, bearing replacements, and structural assessments.

Current asset condition data shows about:

550 miles of carriageway categorised as amber/red, which needs planned maintenance.

199 miles categorised as red, which requires structural repairs to prevent further damage.

Reactive Maintenance

Reduction in funding has had an impact on how we have been able to carry out planned maintenance and has resulted in more urgent repairs being needed to keep the asset in a serviceable condition (keeping the assets safe for users, rather than improving their overall condition and restoring the structural integrity of the asset). This reactive approach is unsustainable.

Pothole repairs make up most of the reactive work, with recorded volumes over the past five years as follows:

2020-2021: 5,770 repairs

2021-2022: 5,862 repairs

2022-2023: 6,007 repairs

2023-2024: 8,066 repairs

2024-2025: 8,467 repairs

Bridge Maintenance

Highway related structures' can be relatively small but very expensive parts of our network, with any failure likely to be catastrophic in impacting the community and costly to address.

Bridge maintenance is split into General Inspection and Principal Bridge Inspection. General Inspections are completed every 2 years, and a Principal Bridge Inspection is a more comprehensive inspection, completed every 6 years. The County Council strategy is to undertake reactive and planned maintenance as required, based on the outcomes of the inspections.

2021/22 – GI 358, PBI 13

2022/23 – GI 350, PBI 21

2023/24 – GI 380, PBI 16

2024/25 – GI 323, PBI 25

Bridge Maintenance / repair works

Quantities shown are the number of bridges that have had repair works undertaken as a result of the inspection programme. They do not include repairs after Road Traffic Collisions.

2021/22 – 20

2022/23 – 10

2023/24 – 15

2024/25 – 10

Our strategy aims to increase the share of preventative maintenance by:

- Targeting early intervention points using our planned maintenance schedules
- Expanding planned patching and surface dressing programs
- Improving condition monitoring and asset data quality

2024 National Highway and Transport Network CQC Authority Report:

Efficiency Improvement (since 2013/14)

- Leicestershire County Council has improved efficiency by 7.9% through more effective practices
- Leicestershire County Council has delivered cumulative savings of £28,737,936

Estimate of number of potholes filled				
2020/21	2021/22	2022/23	2023/24	2024/25
5,770	5,862	6,007	8,066	8,467

Condition of local roads

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	2%	22%	76%
2021	2%	22%	76%
2022	2%	22%	76%
2023	2%	22%	76%
2024	3%	25%	72%

Collected 100% in both directions annually

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	4%	23%	73%
2021	4%	23%	73%
2022	4%	23%	73%
2023	4%	23%	73%
2024	4%	25%	71%

Classified B roads collected 100% in both directions annually, Classified C roads collected 50% or in one-direction annually.

Year	Percentage of U Roads in the Red category
2020	Not surveyed (due to Covid)
2021	11%
2022	10%
2023	12%
2024	12%

We use Vaisala Road AI to capture the condition of our unclassified road network as part of our routine annual highway inspection. This data is exported from Vaisala and loaded into March PMS and processed to produce the condition indicator value (red).

Road condition is monitored on an annual basis. The data is processed in a Pavement Management System and the condition results are uploaded to our departmental risk-management system, Ideagen. This helps us monitor and manage the decline in asset condition using performance indicator targets that are reported to our Departmental Management Team. We also monitor trends to predict the decline in condition and the likely impact on reactive highway maintenance, like pothole repairs and patching. This information helps us identify sites for the development of future carriageway rehabilitation schemes and preventative treatments, like surface dressing.

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 condition in England.

Further details are available at: Road condition statistics: data tables (RDC) GOV.UK

Additional information on condition

Highway Asset Condition

The condition of the County's highway network has been deteriorating at an increasingly rapid rate. This is evidenced through the increase in the percentage of network requiring planned maintenance to prevent the need for future structural intervention. This situation is reflective of a continuing national decline in the public satisfaction with highway maintenance services and network condition.

Proactive, planned, consistent, and sustained investment in the Council's transport services, and infrastructure condition and capacity, is necessary to mitigate the implications of network deterioration, population growth and extreme weather. The Council had, until recent multi-year financial settlements were announced, operated in the context of one-year financial settlements from the Government (an approach that makes it difficult to plan spending effectively), uncertainty in national spending promises and relied on one-off allocations by the Council for in-year challenges.

Continuing to focus on reactive and short-term less expensive treatments, aligned with the Government's focus on providing funding for potholes rather than wider asset renewal programmes, will perpetuate a spiral of decline, with the potential for assets to fail completely and become unusable and/or unsafe.

In recognition of the challenges faced in seeking to maintain the County's highway assets, a Network Resilient Strategy is being developed by the Council with the aim to finalise this by March 2026. These challenges include:

- **Extreme weather events -** We are seeing warmer and wetter winters, hotter and drier summers, and more frequent and intense weather extremes. Acute weather events are likely to include more frequent heatwaves, heavy precipitation, intense cloudbursts, and flash flooding. The Council has faced unexpected additional costs, needing £3.5m in 2023/24 from future budgets to cover reactive repairs and recovery after named storm events.

- **Increased Traffic Volumes / Heavier Vehicles** - The impacts of population growth and the additional travel demands generated do not just have environmental impacts and economic implications, but just as significantly will impact on the condition of the County's highway networks.

- **Utility street works sites** are affecting our road surface integrity. Increasing demand by utility companies has led to more street works which can degrade road surfaces and disrupt planned maintenance.

- **Adverse Impacts of poor drainage system on longevity of roads** – Inability to invest in replacing aging drainage systems resulting in poor drainage that can cause issues for traffic safety, erosion, reduced structural strength and frost damage.

Despite these challenges, Leicestershire's NHT CQC efficiency rating of 87% ranks it among the most efficient authorities in the country.

Plans

Overall strategy

The County Council's approach to asset management and highway maintenance is set out in the Highway Asset Management Policy (HAMP). This sets out the principle of applying a locally appropriate risk-based approach to the inspection, prioritisation and treatment of the highway network. As a result, we have developed a Highway Asset Management Framework, which brings together the core elements of asset management. This framework places our approach in context, identifying the enablers that support asset management, and the elements of planning and delivery required.

The HAMP sets out the policy, key supporting principles, broad objectives and an overarching structure to enable the condition of the county road network to be well managed. The policy allows for better informed decisions to be made about investment choices that are required to effectively maintain the whole network, both in the short and long term.

The HAMP has 2 key policy elements these are:

AMP 1 - The County Council will develop and operate a formalised asset management approach. This will support the optimal use and direction of the County Council's resources in maintaining the county's highway assets for the benefit of current and future stakeholders.

AMP 2 - The County Council will prioritise available resources for maintenance interventions and treatment choices using a risk- based approach, taking account of the safety of stakeholders, network hierarchy, levels of use, network condition, environmental impact, and customer expectations.

The Highway Asset Management Policy and Highway Asset Management Strategy were developed to ensure that the County Council follows an approach to asset management that is in accordance with the recommendations of the HMEP guidance document Highway Infrastructure Asset Management Guidance and the Code of Practice 'Well Managed Highway Infrastructure'.

LCC want to ensure our stakeholders are at the heart of our service and recognise the improvements we need to make to continue to enhance the customer experience. LCC has subscribed to the annual National Highways & Transport (NHT) customer satisfaction survey since 2008. We will continue to assess the results of the survey and use this information to inform future decisions on highway maintenance. We are making it easier for stakeholders to access information online, by phone and using our customer service online contact form.

LCC has been managing our day-to-day customer enquiries since 2005 through the “Confirm” Highway Management System (HMS). More recently we have developed “dashboard” style reports for service areas, which collate enquiries by type and area. We will extend this reporting to help us to identify both local and strategic weaknesses in the network or our service, for example by highlighting the levels of drainage related reports during a certain period or by locality.

We will work closely with parish and town councils to help develop joint highway initiatives to undertake additional work on the highway within an agreed protocol. We will continue to work closely with the DfT and other stakeholders on new approaches, innovations and industry leading initiatives.

Specific plans for 2025/26

The March 2025 Cabinet Report agenda and Appendix B, details how in 2025/26, Leicestershire County Council will be delivering a comprehensive programme of highway maintenance across various parts of its network. Over 400 carriageway schemes include

Resurfacing: 3.6 miles

Surface Dressing: 45 miles

Countywide programmes of Planned Patching, micro asphalt preservation, and retexturing

which will benefit multiple areas across the county by improving road surface quality and extending asset life.

Although no footway improvements are currently listed in the published scheme list, potential footway schemes are under review and progressing through the Council’s internal governance process. These may be added to the programme once formally approved.

The Council also plans to undertake repairs on three major highway structures, contributing to the safety and resilience of key transport links.

In terms of reactive maintenance, an estimated 8,866 potholes are expected to be repaired during the year.

The programme reflects a continued emphasis on preventative maintenance, with surface dressing, resurfacing and structural repairs forming the bulk of planned works, while reactive maintenance (such as pothole repairs) remains a necessary component to address immediate safety concerns.

Streetworks

The County Council’s Network Management Plan (NMP) sets out how it is addressing the objectives of the network management duties imposed on all highway authorities under the auspices of the Traffic Management Act 2004. This NMP describes how we meet our network management duty in practice, by setting out the range of activities we undertake to manage the operation, performance and development of the road network. This includes:

- how we manage planned events (such as road works and maintenance) and unplanned events (such as road traffic collisions and severe weather events);

One of the key ways in which we attempt to minimise costs from disruption and keep the road network flowing and working efficiently in line with our network management duty is through better planning, management and co-ordination of network activities. This is a vital element of our Network Management Strategy.

One of the key mechanisms provided within the Traffic Management Act 2004 (TMA) is to allow highway authorities to introduce a 'Permit' scheme for authorising and controlling street works and road works. We introduced our Highway Permit Scheme in February 2018. The specific objectives of our Highway Permit Scheme are as follows:

• To minimise disruption and inconvenience across the county by encouraging good practice, mutual and collaborative working arrangements, and a focus on co-ordination.

• To optimise the duration of activities and reduce unnecessary occupation of the network.

• To allow work promoters the necessary time and space to complete their work safely and expediently. To ensure the safety of those using the street and those working on activities that fall under the scheme.

• To provide a common framework for all works promoters who need to carry out their activity in the county.

• To establish consistency in working practices across the county and ensure parity of treatment for all promoters of activities covered by the scheme, particularly between statutory undertakers and highway authority works and activities.

• To promote early engagement between promoters and the County Council and encourage forward planning and visibility of long-term programmes to ensure activities are designed and planned to minimise their adverse impact on all road users, and to allow the County Council to make early informed risk-based decisions with regards to the co-ordination and management of activities on the road network (risks around when, how and where the works take place).

• To emphasise the need to minimise damage to the structure of the road network and infrastructure contained therein.

• To work with all promoters to improve the quality and timeliness of information to road users about planned works and those being undertaken and to explore innovative ways of working.

The notification and communication of road works is an essential part of our network management duty. The County Council actively promotes the use of One.Network platform to plan, monitor, communicate and analyse traffic disruptions. This acts as a single point of information in relation to the works taking place on the network. Works promoters are responsible for ensuring that stakeholders such as parish and district councils, businesses, residents and passenger transport operators are provided with timely, clear, accurate and appropriate information. Where works have the potential to be disruptive to residents, businesses or road users we will expect work promoters to provide advanced notice to nearby households or businesses or to provide advance signs for traffic. Further details can be found in our Road and Street Works Framework Guide.

Climate change, resilience and adaptation

Through the Midlands Highways Alliance Plus (MHA+) Leicestershire County Council hosts and chairs the Carbon Steering Group (CSG) - The MHA+ and its membership of 36 Local Authorities has a major effect in relation to carbon impact. This also provides a strong opportunity to make a difference in terms of reducing our carbon footprint in the highways sector. This includes, but is not limited to:

- Working with the Future Highways Research Group to support developments of the Carbon Calculator Accounting Standard (CCAS) scheme-based approach.
- Working with ADEPT Live Labs 2 – Centre of Excellence for Decarbonising Roads (CEDR). Leicestershire also provides a representative for LL2 expert advisory panel.
- Working with CQC/NHT and the Measure to Improve Team to develop of a project for securing data across a range of Value for Carbon, NHT and CQC activity by MHA+ members. We will then use this to focus in on where member authorities are performing well or indeed not, so we can share good practice and knowledge on these topics for our members enabling learning opportunities for improvement in key areas of activity and delivery.

This wider engagement increases awareness of the carbon reduction agenda for highways maintenance staff in Leicestershire to support them in decision making for new materials, processes and technology reducing the carbon associated with delivering maintenance works.

The continued use of large preventative maintenance programmes (like Surface Dressing) also helps to extend lifecycle of our highway assets, which reduces “spent” carbon. The use of recycling techniques and recycled materials is routinely considered and adopted in the delivery of planned maintenance schemes.

Other carbon reducing activities that have been adopted, used or trialled include:

Year	**Carbon reduction activity**
Ongoing	Adopted lower temperature asphalts in planned and reactive maintenance.
Ongoing	Use of foam-mix recycling in binder & base layers (permanent foam mix plant within Leicestershire)
Ongoing	Use of other recycling methods – retread, hardcore recycling to GSB, dewatering of gully waste for recycling.
Ongoing	Use of Polymer Modified Binders (PMBs) in surfacing to increase durability (lifecycle) and increase the softening point of bitumen
Ongoing	Efficient scheduling of maintenance activities and integrated works programmes to reduce travel time (includes utilising LCC depots, suppliers and recycling centres within the County).
Ongoing	Use of biogenic binders in Road Markings
Ongoing	Use of HVO fuel in HGVs.
2015 - 2018	Street Lighting LED conversion & CMS.
2019-2021	Street lighting dimming project to BS5489
2021-2023	Trial of high performance, low carbon road marking options applied with electric buggies.

2021 - present	Use of low temperature rubberised asphalt (monitoring on the A426 – recycled tyres)
2022 - 2023	Trialled “small” in-situ bituminous recycling equipment.
2023 - 2024	Use of thermal repairs
2023 & ongoing	Trialling EV < 3.5t works vehicles
2024- 2025	Street lighting dimming project to 30% intensity from 8pm
In design 2025	Trial of carbon negative aggregates (ACLA)

MHA plus bulletin

Additional information on plans

To support our wider transport and infrastructure goals, Leicestershire County Council is committed to transparency and public engagement in its planning and delivery of highway maintenance. In addition to the annual maintenance programme, we are progressing a number of strategic initiatives and long-term plans that aim to improve connectivity, sustainability, and resilience across the network. Local residents and stakeholders are encouraged to explore these resources and participate in shaping the future of transport in the county.

The County Councils Local Transport Plan 4 sets out the vision for transport up to 2050

Choose how you move is where you can access information about sustainable travel within the County

You can report a road problem in the County

Engage and contribute to current Consultations

The County Councils current major road projects

The County Councils Local Cycling and Walking Infrastructure Plans

The County Councils Contact Information