

Highways maintenance transparency report 2026-27 – Core report

How we maintain local roads, pavements, and the wider highway network in Leicestershire

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A1 – What we are responsible for maintaining

Leicestershire maintains a substantial road network that connects agricultural areas, villages, market towns and key economic centres.

- **Carriageways** – 4,339km
- **Footways** – 4,687 km
- **Bridges** – 740 no
- **Street Lighting columns** - 70,496 no
- **Traffic Signal heads** – 5,085 no
- **Drainage gulleys** – 146,697 no
- **Others include** – Cycle Routes, Road signs, Public Rights of Way, other structures, Vehicle Restraints Systems, Culverts, Street Lighting Lanterns, Highway drainage systems, ducting, cabling, hedgerow, grass verges, road markings and road studs etc

Leicestershire faces increasing challenges in maintaining its highway network. **Population growth**, an **ageing demographic**, and **rising freight movements** are increasing demand and accelerating wear on roads, bridges, and drainage assets. **Greater use of unclassified rural roads**, including rat running and off-road vehicle activity, is placing additional strain on infrastructure not designed for current traffic levels.

Climate change is driving more frequent flooding, storm damage, and heat-related deterioration, resulting in increased reactive maintenance and road closures.

While the network remains in generally good condition through proactive asset management and SCANNER surveys, investment is struggling to keep pace with growing pressures. The Council is also evaluating Vaisala RoadAI surveys alongside SCANNER data, in line with PAS 2161, to support future condition monitoring and asset management decisions.

A2 – Road conditions in Leicestershire

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – the road is generally in good condition, but further investigation may reveal minor defects (requiring patching) or surface dressing treatment may be required in due course
- **Amber** – the road may need maintenance soon (such as surface dressing, or resurfacing with possibly some deeper patching in localised areas)
- **Red** – the road is in poor condition and should be considered for maintenance soon, usually resurfacing of the surface course and binder course, with some structural deeper base patching

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data.

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3%	25%	72%
2024	3%	26%	71%
2025	3%	25%	72%

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	4%	23%	73%
2024	4%	25%	71%
2025	4%	24%	72%

A2.3. U roads

Year	Percentage of road in red category
2023	12%
2024	12%
2025	11%

A3 – What we are doing about potholes and other road defects

A3.1. – What is a pothole?

A pothole is a type of carriageway defect:

Category 1 Defects

Require prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration, including carriageway potholes greater than 40mm and footway potholes greater than 20mm in depth.

Response time

Repairs of a temporary or permanent nature will be carried out in accordance with the LCC carriageway hierarchy – see table 2 in B3.1 of the Technical Annex.

Category 2 Defects

Require attention but do not represent an immediate or imminent hazard, including carriageway potholes up to 40mm and footway potholes up to 20mm in depth.

Response

Repairs of a temporary or permanent nature will be carried out in accordance with the LCC carriageway hierarchy – see table 2 in B3.1 of the Technical Annex.

All defect categories and response times linked to hierarchy can be found in B3.1 of the Technical Annex.

A3.2. – What we are doing to tackle potholes

We filled an estimated 10,372 potholes during Financial Year 2025-26. The Highway Inspection Team undertakes routine safety inspections and assesses customer-reported defects, including potholes. While permanent repairs are always the preferred outcome, periods of high demand, particularly during winter, may require temporary repairs to maintain network safety. Temporary repairs may also be necessary due to traffic management restrictions, network availability, or coordination with other planned works. These locations are revisited and upgraded to permanent repairs when circumstances permit.

The Council's Repair Delivery Model adopts a three-tiered approach:

- **Reactive Repairs (Roadmender Teams):** Dedicated crews respond to urgent Category 1 defects, including potholes exceeding 40mm in depth. Operating across Leicestershire, they carry out durable (right first time) repairs using hot asphalt sourced from local quarries. In 2025/26, average repair times were 2.51 days, exceeding the 3-day target applicable at the time.
- **In-house Patching Teams:** These teams undertake permanent repairs to Category 2 defects and larger carriageway failures. Working flexibly with a range of equipment and traffic management arrangements, they can repair multiple defects within a location efficiently. Average completion time in 2025/26 was 77.7 days, within the 90-day target.
- **Planned Repairs (External Contractors):** Larger-scale repairs are delivered through planned maintenance programmes using specialist machine-lay patching equipment. These schemes often require road closures and enable high-quality repair of more extensive carriageway sections.

- Preventative Maintenance: To reduce pothole formation and extend asset life, the Council also delivers annual surface dressing, micro-asphalt, joint sealing, resurfacing and other capital maintenance programmes throughout the year.

A3.3. How members of the public can report potholes and other highway defects

The public can contact our dedicated Highways team in the council's Customer Service Centre (CSC) on 0116 3050001. Or they can report defects and potholes on the council's website via the LCC REPORT IT FORM: [Pothole](#)

All reports feed directly into our Confirm Highways Management System.

A3.4. What happens after a pothole is reported

Customer-reported defects are logged in Confirm and assessed by a highway inspector, who determines priority. Repairs are scheduled by the highways control room based on urgency, location and traffic management requirements. Repair teams log arrival, record a pre-repair photo, complete the work, then update Confirm with completion details and a post-repair photo to evidence location and quality. Temporary repairs are referred to the control room for a permanent repair to be raised and scheduled. Urgent or emergency defects are immediately escalated to the operational control room for emergency action. Out-of-hours calls are directed to the Highways Duty Officer.

A4 – What we spend to maintain the highway network and where the funding is coming from

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
Total spend on highways maintenance	£64,205,992	£88,028,954	£88,223,964
Of which spent on:			
Carriageways	£36,721,049	£44,867,797	£47,750,548
Footways	£4,119,581	£7,858,801	£6,849,845
Structures (for example bridges or tunnels)	£4,884,871	£8,600,122	£9,420,112
Drainage	£10,191,001	£14,012,968	£11,663,965
Street lighting	£7,128,055	£9,252,456	£9,147,388
Other assets	£1,161,435	£3,436,810	£3,392,106

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£23,298,740	£43,577,616	£40,738,914
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£40,907,252	£44,451,338	£47,485,050
Total	£64,205,992	£88,028,954	£88,223,964

A5 – Our maintenance plans for this year

A5.1 – Our plans for highways maintenance for 2026-27

- Length of roads planned to be resurfaced (up to 50mm depth) = 670m
- Length of roads planned to receive preventative road surface treatments =
 - Surface dressing = 125,720m
 - Micro asphalt = Firm sites = 1,786m & Reserve sites = 638m
 - Retexturing = 20,900m, sites carried forward from last year = 12,403m
 - Asphalt preservation = 5,510m
- Length of roads planned to be renewed (over 50mm depth) = 19,143m
- Length of footways planned to be resurfaced = 5,038m
- Length of footpaths to be reconstructed = 100m

A5.2 - Full list of planned carriageway and footway works

A full list of our planned carriageway and footway works can be found at this link:

[Local highways maintenance and improvements | Leicestershire County Council](#)

A5.3 – How decisions are made on our maintenance plans

The way we prioritise all our sites is through a risk-based approach which is documented within the Highway Infrastructure Asset Management Plan (HIAMP). We use proforma assessment forms for the different treatments to capture consistent data and complete the forms using a hybrid method, and we are in the process of transitioning over to Confirm Predictor. Majority of the priority factors such as time before critical failure, cracking, likelihood of potholes, deformation, etc are completed based on an engineering judgement on site and using survey information such as SCRIM (using a risk-based approach) and VAISALA to complete the rest, giving us an overall weighted score for each scheme. We use a risk score to prioritise all schemes: a divide of the total perceived risk-based cost (additional depth of repair, additional patching or pothole repair, additional accident cost, additional insurance claims and LCC reputational) against the total scheme cost.